

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

September 19, 1997

Mr. N. Scott Davis Ms. Hedwig C. Davis 39 Acorn Drive Annapolis MD 21401

Dear Mr. and Ms. Davis:

Thank you for forwarding a copy of your letter to Senator John C. Astle regarding a sound barrier along US 50 west of the Severn River. Governor Glendening has also received his copy and has asked me to respond on his behalf.

Your community was not previously eligible for a barrier because one could not have been built for a reasonable cost as defined in our former noise policy. Since that policy-including the cost criterion-has been revised, the State Highway Administration (SHA) is evaluating a number of communities to determine whether they are now eligible for sound barriers. The noise level measurements recently taken by SHA in your neighborhood were the initial phase of this determination. We anticipate their evaluation will be completed this Fall, and an SHA representative will contact you once the results are available.

Again, thank you for forwarding a copy of your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead

Secretary

cc:

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. N. Scott Davis Ms. Hedwig C. Davis Page Two

Mr. Paul Armstrong, District Engineer, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA Mr. James Hade, Noise Abatement Team Leader, SHA (Log for follow up)



## Maryland Department of Transportation State Highway Administration

David L. Winstead Secretary

Parker F. Williams Administrator

**S** 

October 7, 1997

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Mr. and Mrs. N. Scott Davis 39 Acorn Drive Annapolis MD 21401

Dear Mr. and Mrs. Davis:

Thank you for your recent letter regarding noise abatement along US 50. I share your concern over the impact of highway noise on the residents of the Lindamoor community in Anne Arundel County.

Your community was not previously eligible for a barrier because one could not have been built for a reasonable cost as defined in our prior noise policy. That policy has been revised and the State Highway Administration (SHA) is evaluating a number of communities to determine whether they are now eligible for sound barriers. Yours is one of those communities. We anticipate this work will be completed this Fall, and an SHA representative will contact you once the results are available.

Again, thank you for your interest. If you should have any other questions on this matter, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at (410) 545-8599.

Sincerely

Charles B Adams

Director

Office of Environmental Design

cc: Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

My telephone number is \_\_\_\_\_

Mr. and Mrs. N. Scott Davis Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Environmental Design, State Highway Administration

- \$1490 19a

Dear Sirs,

We are extremely pleased to hear that the Maryland State Highway Administration has completed its re-evaluation of our neighborhood to determine the need for noise barriers along Acorn Dr., Pafel Rd., Riverview Ave., and Kirkley Rd. We understand that our area meets or exceeds the 66 decibel level of noise, that most all of our homes predate the highway, and the cost of construction allowed is now \$50,000 per impacted home. This is all very good news to us as we have been in a struggle for a long time to qualify for sound barriers in our area.

As residents of 39 Acorn Dr. my wife Hedi and I have lived through the dirt, noise, mud in our creek, and overall disruption of our lives from the construction work, first on the Severn River Bridge and most recently the route-50 upgrade. Through it all we have tried to be good citizens and not to complain too much as we understand the need for more and better roads. We really have gotten weary of all the construction in our neighborhood and would like to see everything back to some semblance of normality. We understand that it can never be the same as it was but it sure can be better than it is now. Please now confirm that sound barriers will be built in our area just as they have been done for the Winchester Rd. residents.

Very truly yours,

N. Scott and Hedwig C. Davis

Chair C. Sons

39 Acom Drive

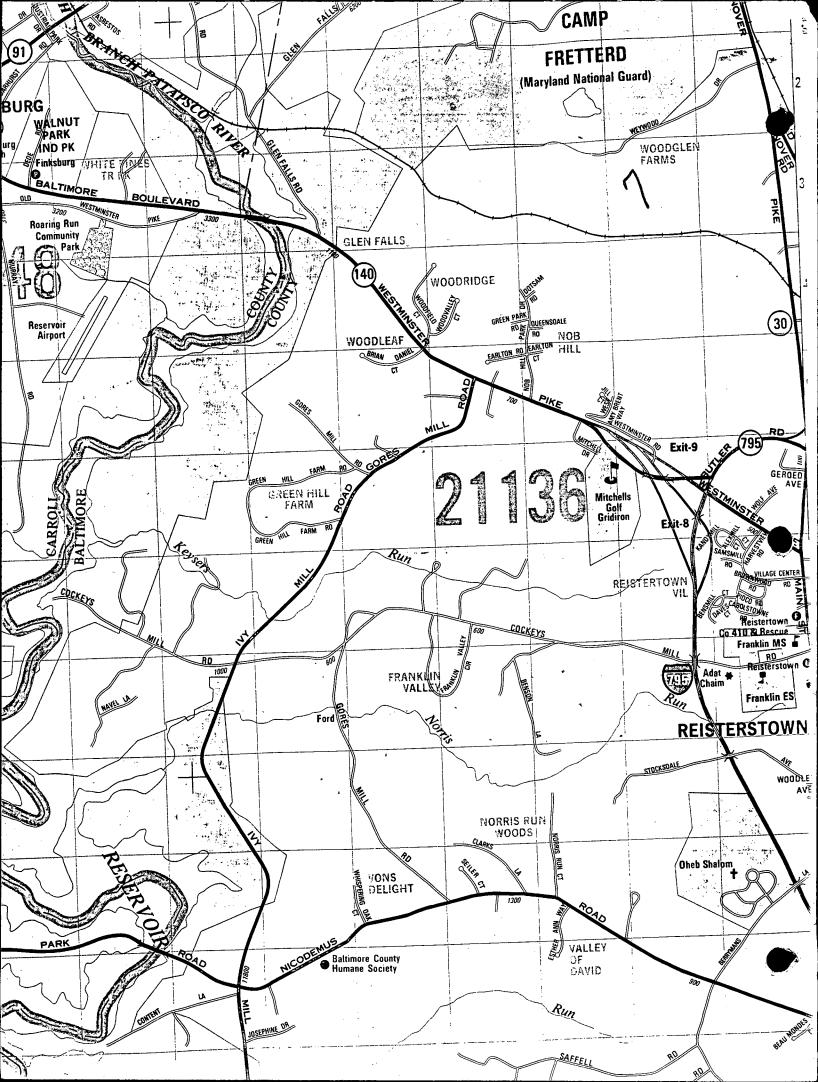
Annapolis, Md. 21401

Tel 410-266-8373

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LANDSCAPE ARCHITECTURE DIVISION





# Maryland Department of Transportation State Highway Administration

Parris N. Glendening Governor David L. Winstead Secretary

Parker F. Williams Administrator

July 30, 1997

Mr. Joseph DiNunno 44 Carriage Lane Annapolis MD 21401

Dear Mr. DiNunno:

Thank you for your recent letter regarding highway traffic noise along US 50 west of the Severn River in Anne Arundel County. I want to update you on the progress of our work on this issue as it relates to your area.

When the expansion of US 50 was done, the communities along the highway from Ridgely Avenue to the Severn River did not meet our criteria for a sound barrier. Last year a new noise policy was adopted. We are in the process of re-evaluating a number of areas to determine if the change in our policy would alter the decision on eligibility for a barrier. A re-evaluation has been initiated for the communities north and south of US 50 in your area.

We anticipate that all the analyses and reviews will be completed before October, at which time we will contact you with our findings. A copy of our new noise policy is enclosed for your information.

Again, thank you for your letter. If you have any questions in the interim, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerety,

Parker F. Williams

Administrator

Enclosure

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, SHA

My telephone number is \_\_\_\_\_\_

Maryland Relay Service for Impaired! Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mr. Joseph DiNunno July 30, 1997 Page Two

9

bcc: Mr. James D. Hade, Team Leader, Noise Abatement Team, SHA Mr. Kenneth D. Polcak, Noise Abatement Team, SHA



# Maryland Department of Transportation State Highway Administration

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams

Administrator

10

July 11, 1997

Mr. David W. Doar Ms. Marjorie S. Klein 8225 Stone Trail Drive Bethesda MD 20817

cc:

Dear Mr. Doar and Ms. Klein:

Thank you for your recent letter regarding highway traffic noise along I-495 in the Carderock Springs community in Montgomery County. I certainly appreciate your concern and want to give you an update on the progress of our work on this issue as it relates to Carderock Springs.

A number of communities have been identified in Montgomery County which are affected by traffic noise. We are looking at all communities in the I-270 spurs and I-495 "noise triangle" to evaluate those areas, in light of our new noise policy, that pre-date the original highways and those which do not pre-date the highways. These analyses will be completed by the end of Summer.

Again, thank you for your letter. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design at 410-545-8640.

Sincerely,

Parker F. Wi

Administrator

Mr. Charles B. Adams, Director of Environmental Design, SHA

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Mr. David W. Doar Ms. Marjorie S. Klein Page Two

bcc: Mr. James D. Hade, Team Leader, Noise Abatement Team, SHA Mr. Kenneth D. Polcak, Noise Abatement Team, SHA

## NOISE INQUIRY CHECKLIST

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NOISE INQUIRY C	THECKITST
DATE 5/29/97	FILE? Y/N Not Necessary Now.
CUSTOMER ID. # 1262 R	RECEIVED BY Frad Eisen
NAME Mr. Don Dover	<del></del>
ADDRESS 11723 Summer Oak Dr.	
Germantown, MD 20874 (inclu	ide zip code)
DAY TELEPHONE \$ 301 881-4513	(WORK / HOME)
OTHER TELEPHONE	
*** INQUIRY INFORMATI	ON SUMMARY ***
HIGHWAY NAME / ROUTE NO. I-270	·
COMMUNITY / AREA NAME	
LOCATION ALONG HIGHWAY	
SUMMARY OF INQUIRY Church being built b	petween community + I-270 will
ramova a portion of earthwork + trees tu	evently provided protection.
Suggested he call Montgomery Co. + a	,
Noted somebody had done noise study (Poss	
*** FOLLOW-U	·
DATE B	SY.
· · · · · · · · · · · · · · · · · · ·	
*** REFERENCE F	TILES ***



# Maryland Department of Transportation State Highway Administration

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Parris N. Glendening

Noise Team

Governor

David L. Winstead
Secretary

Parker F. Williams Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION 138 DEFENSE HIGHWAY ANNAPOLIS, MARYLAND 21401

November 21, 1997

Mr. John A. Dudley, Sr. 1712 Winchester Road Annapolis, MD 21401

Dear Mr. Dudley:

Thank you for your September 3rd letter regarding the noise wall along U.S. 50, east of the Severn River Bridge. I apologize for the delay in getting back to you but I needed additional information concerning this issue before I could respond to your letter.

The earliest assessment of noise barrier eligibility was focused on the home located directly adjacent to the bridge (the Carroll residence, 1738 Winchester Road). This home was the only dwelling in the immediate area that is in close proximity to the highway and that was forecast to be impacted in the design year (the other homes in the area; 1698, 1712, 1718, 1720, and 1740 are not forecast to have noise levels above the impact threshold). The Carroll home is also over 1000 feet west of the last home in the group of homes on Winchester Road farther to the east. Because the Carroll residence is isolated from the bulk of the homes along Winchester Road, it would require and additional 675 linear feet of noise barrier just to reach the bridge. Depending upon the height of the barrier, this translated into an additional cost of \$134,000 to \$178,600. At that time, the cost-per-residence limit was \$40,000, and this additional cost would have pushed the per-residence cost for the entire north-side barrier system over \$40,000.

The deciding issue is a structural one. Unless the barrier were extended onto the bridge structure, the actual noise reduction would be limited to about 3 dBA. The reason is that the orientation of the Carroll home is such that even if a barrier was built, the angular coverage of the highway would be small. The attached diagram (Exhibit 1) illustrates the point. Noise barriers are effective by virtue of both their height and their length. A tall barrier can be very effective in reducing noise, however if a receptor is located past the end of the barrier, a large section of highway will be <u>unshielded</u> and the overall affect of the barrier is severely limited. Such is the case for the Carroll home; in fact the most critical highway section (that which is closest to the house) would not be shielded at all by a barrier extension to the bridge. The only remedy to this situation is to continue the barrier onto the bridge (which was deemed not feasible from a

My telephone number is \_\_\_\_\_\_1-800-331-5603 / 410-841-5450

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Mr. John A. Dudley, Sr. Page Two November 21, 1997

structural standpoint). From a cost standpoint, the additional barrier length on the bridge still pushed the overall cost of the barrier system above \$40,000. Regarding the other homes in the area, the potential noise reduction would also be limited, in this case, because the homes are located 300-500 feet or more away from the highway. In such instances, barrier effectiveness diminishes substantially as distance behind the barrier increases, making the benefits perceived by the residents marginal.

I'm sorry we could not be of more assistance to you however, if you have any further questions, please feel free to call me at 410-841-5450.

Sincerely,

Paul D. Armstrong District Engineer

PDA:si

Attachment

cc: G. Whiteley

M. W. Carroll

Frank Dodson

Joseph Wilkes

A. P. Evans

bcc: Charles B. Adams

James D. Hade

Ken Polcak

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

September 23, 1997

Mr. Richard A. Dutton 3428 Memphis Lane Bowie MD 20715

Dear Mr. Dutton:

Thank you for your recent letter to Governor Glendening regarding sound barriers. The Governor asked me to respond on his behalf.

Governor Glendening shares your concern for neeting the needs of senior citizens, children and the homeless. Under the Governor's leadership, Maryland is striving to improve the quality of life for all of its citizens. The State and Federal funds which are used for sound barriers are largely derived from gasoline taxes, which cannot be used for programs such as you suggested.

Highway noise has been recognized as having an adverse impact upon the quality of life in communities for several decades. Federal statutes and regulations for determining impact thresholds have been established, and states must conform to those standards on highway projects which are built with Federal funds. There are two instances when sound barriers are considered in Maryland. The first is when expansion of an existing highway is planned. The second instance occurs when a community was built before the construction of the original highway, at a time before noise was recognized as having an adverse impact. Communities built after the highway are not eligible for sound barriers. Our sound barrier policy emphasizes that local government is responsible for addressing highway noise when it reviews proposals for new noise-sensitive de relopments.

You suggested the use of plantings to reduce sound and to conserve State funds for other projects. Unfortunately, trees do very little to reduce noise levels unless the depth of the vegetation is extensive. For example, an expanse of evergreen vegetation with dense undergrowth would have to be 100 feet deep to reduce noise levels by five decibels. One or more rows of trees planted along a highway offer more of a psychological benefit than a substantial reduction in noise. Sound barriers, on the other hand, can readily reduce levels by ten decibels, a reduction which effectively cuts the loudness in half. A five decibel reduction is considered to be a minimum level of protection, and most people would not perceive a significant change at that level.

Your letter indicated that sound barriers are not needed because the majority of people do not use their backyards. While this may be true in many cases, we receive complaints on a daily basis that people are unable to use their yards and decks even though they want to do so. Many residents complain they cannot sleep and that their quality of life is reduced. Sound barriers have an immediate and positive impact on the quality of life in a community.

The planting of flowers and shrubs along our highways supports our goal of providing safe and attractive highway facilities. On divided highways, shrubs reduce the glare of headlights from opposing traffic. Wildflowers provide a visual break for drivers and help to reduce the monotony that can result from driving at high speeds for long periods. Monotony, itself, can be a safety issue, in that it can lower the driver's alertness.

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding noise abatement matters, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead

Secretary

Mr. Charles B. Adams, Director of Environmental Design, State Highway cc: Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Richard A. Dutton Page Three

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA
Mr. James Hade, Noise Abatement Team Leader, SHA
Mr. Ken Oldham, Chief, Landscape Operations Division
Noise Abatement Team, SHA

Drafted September 9, 1997

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Quetions the west Shate money to construct
Some borners

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RECEIVED Sov. GOVERNOR'S OFFICE Re: Maise Reductive Partition Walls along the highways.... 4168 you know what really is stupid?? Is to have one department squander morning on proces things and have other topo twents. have to cut back on important neverther! The point of this letter is to complain about squardering money to build noise redution - private walls slorg the lighway. when they was not really meeded!! Or, at best will be substituted by planting pine Trees + bustos. You hear to many sail coses. & school children not bassing penils on paper. for class or lurch money, + homeless people. with no place to live, or somice people with no money for food or medicine + I think I see about the millionis, perhaps billions, of Lollans being spent, on voice walls that are not recessory! Just because some builders ok people were Jumb enough to build too close to a highway or worse yet, the State built roads too close to houses, why sout we bet the people affected to exect their our noise barriers? Plenty people have back yard fences!!! you know, maybe in the 1960; OK 1970's

ox even the 1980; families would spend time in their back yords, but not amymore. In the 1990's, in the summer, people close the werdows & turn on the air moditions. In the winter they to the same, they close the wordows and turn on the want !! Weny rarely to you see people spend time in their back yords. So, who are we reducing the noise for The against , chap monty + robbits !! - Some of these walls run for miles & dil best no more than 500 of the people use their back. yords!!! What a worte!! Someone better so think the use of these funds + aformal it to a more worth while purpose. How con you squander there millions of follows when there one so many nearly people or range !! Oh, another thing while din at it. Planting flowers + bushes, slong the highways you've got to be kidding!! The highways are supposed to be safe, not pretty! Drivers, should not be districted looking at flowers! permit these things to Kappen ???

Respectfully,

Perhal Co Dutton

Richard A. Dutton

3428 Memphis Lu

Bowie, Wd. 20715

Phone - 301-262-2707 (AFTER 3PM)

PULLIAND RESPONSE RECEIVED
PURLSE PREPARE S STORAGUERE CEIVED
POR SECREPARE S STORAGUERE 10, OCT 03 '97 12:48PM SHA ADMINISTRATOR 410 333,1586 M. Richard Joson RECEIVED OCT 27 1997 OCT 1 1997 20
31 + 9/26/97
SECRETARY DEPARTMENT
OF TRANSPORTATION LANDSCAPE Dear Mr Winstesel: copy attacked, but you delut ever come close to correcting the problem ! all you did was try to justily on stupied policy. The the motto of it, you won't get it !!! you really won't get it!!! Like the mon when asked why he climbed the mountain, he onowered, because it was there! It seems like that's why your spending all those millions of hallows, because its there! I don't Think it is right for one agency of the opverment to be swimming in money + others organies to be trowning in problems!!! you're letting less than I percent of the people tell you how to spend the funds from the other 99%. If those people, (Peo them 10% of the permutation) have trouble with road noises, let them install their own sound borner ferres, you know, like the old type stockade forces that you still see around. Still better yet, let them pay for the ones you are putting up!

The seal problem is "How much is enough?"

One the walls nice to have ?? yes, but only if all other necessities one solved first ??!! I don't

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Noise Team.
Please file.

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ARCHITECHURE DIVISION

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thish the money should be spent an the walls just become its these through socialine Taxes! Fix the bail roads, superin the bridges, suplace the Woodnow Welson bridge, eliminate tongerous interestions, Sont blow the money on sound comiens that only benefit less than 100 of the population. It they want peace + quiet, let them pay for it, not the other 99 % of the people. Why limit the walls to 20' light, why not 40' or 100'?? Leto really blow the money + enclose the whole highway system!!

To really make my point, there is a streich

of Route 50, West from Porte 197 to the Bellumy,

that is a perfect example of what Innovernal about!

You are installing sound tornier walls along a

200 Highful! If the 200' till count de clean the

noise, what can another 20' wall to?? In some

places along the same offers, they had to suit

town some trees a vegotion in order to install !!!

the walls!! That Jum!!! Gusten section is a lake + enough !!!

Well I could go on, but I think your

get my message. Change the laws so you can

use the gasoline tax money for important problems

met to use for noise reduction. Each the poor house

not to use for noise reduction feed the poor, house the homeless, treat the sick, bout write the money reducing the noise for people who should be able to

pay for it Themselves. Who said the government is supposed

refl....

to selve highway noise. May pass house I land book up to loute 197 in Bourie Sure, I hear the road noise, but I wouldn't expect the government to solve my problem. Some is my neighbors have put up "stockode" wood fences to take core is it would pay for that rather than spend million's of tollows few those roncrete walls!

Once ogain, thank for meworing my letters, but we are worlds apart in our ideas about these walls + highway landscaping expenses. Also, your but have to answer this letter. I'm not looking for a pen-fal."

P.S - I just seed yesterday that Horson Slandering oppeared before Corgress resting for some morey to fight the back field proflem. That a real profum!!! Take the moise reduction money or we it for the sich fish solution instead. I coverate walls for less than 190 of the population. The healthy fishing instrating will benefit Reportfully,
Related Sulter

Richard A. Dullus 3428 Mamphis Laws Bowe, Md. 2075

301-262-2707- MFTEN 4 PM.



Governor

David L. Winstead

Secretary

John D. Porcari

Deputy Secretary

September 23, 1997

Mr. Richard A. Dutton 3428 Memphis Lane Bowie MD 20715

Dear Mr. Dutton:

Thank you for your recent letter to Governor Glendening regarding sound barriers.

The Governor asked me to respond on his behalf.

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You suggested the use of plantings to reduce sound and to conserve State funds for other projects. Unfortunately, trees do very little to reduce noise levels unless the depth of the vegetation is extensive. For example, an expanse of evergreen vegetation with dense undergrowth would have to be 100 feet deep to reduce noise levels by five decibels. One or more rows of trees planted along a highway offer more of a psychological benefit than a substantial reduction in noise. Sound barriers, on the other hand, can readily reduce levels by ten decibels, a reduction which effectively cuts the loudness in half. A five decibel reduction is considered to be a minimum level of protection, and most people would not perceive a significant change at that level.

Mr. Richard A. Dutton Page Two 35

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Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding noise abatement matters, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration
Mr. Parker F. Williams, Administrator, State Highway Administration



## Maryland Department of Transportation State Highway Administration

David L. Winstead Secretary

Parker F. Williams Administrator

26

September 5, 1997

Ms. Ruth Eckhardt 2809 Rona Road Baltimore, MD 21207

Dear Ms. Eckhardt:

I am writing to you as a follow-up to our recent meeting held at your home regarding the pending highway noise studies for your neighborhood. I have enclosed a summary of our discussions and my understanding of the issues and your concerns. Also, I've outlined our proposed measurement strategy along with a plan showing the proposed testing sites as we discussed.

Please review the information and let me know if you have any clarifications or additions. It was a pleasure to meet with you, and I look forward to our continuing cooperation in completing our studies. Please feel free to contact me, if you have any questions in the meantime.

Sincerely

Kenneth D. Polcak

**Environmental Specialist** 

Noise Abatement Design and Analysis Team

Enclosure

cc:\

Mr. Charles B. Adams

Mr. James D. Hade

#### **MEMORANDUM OF MEETING**

September 5, 1997

Meeting Date:

September 3, 1997

Location:

2809 Rona Road

Home of Ms. Ruth Eckhardt

Participants:

Ken Polcak -

Noise Abatement Design and Analysis Team

Maryland State Highway Administration (SHA)

Office of Environmental Design 707 North Calvert St. C-305

Balto., MD 21202

Ms. Ruth Eckhardt -

2809 Rona Road.

Woodlawn, MD 21207

A meeting was held to discuss the issue of highway traffic noise in the Rona Road area of Woodlawn, along the inner loop of the Baltimore Beltway (I-695) between Dogwood Rd. and Windsor Mill Rd. In addition, a discussion was held regarding plans for additional noise testing in the area. SHA and consultant staff will be used in the noise testing program.

The last noise testing performed in the neighborhood occurred in 1988. There are several reasons for obtaining updated the noise levels; 1) SHA must determine the extent of noise impact in the subject community (determine which homes and how many are adversely affected by noise), 2) SHA must then determine the dimensional requirements for a possible noise barrier (length and height) to provide substantial noise reduction at the identified impacted homes, and 3) the size of the potential barrier would relate to potential cost. These factors of impact, potential effectiveness, and cost all must be weighed against the new revised noise policy. A review of available mapping of the area shows that the distance along the Beltway between Dogwood Rd. and Windsor Mill Rd. is approximately 4050 feet, or about 0.76 miles.

Additional noise testing and barrier analysis will also include the homes on Lenburn Rd. and Richardson Rd. just to the south of the Rona Rd. area.

Discussion also touched on effects of vegetation (leaves on the trees, etc.). It was indicated that SHA would explore the effects of vegetation by conducting measurements as a follow-up (at limited number of sites) to assess the effect of the wooded land area between the community and the highway right-of-way.

Specific locations to be included in the study to update noise levels are shown on Exhibit 1. The draft measurement plan was then discussed and specific details were agreed to. Monitoring will be initiated, weather permitting, during the later part of the week of Sept. 8th. 24-hour monitoring and short-term testing will be conducted. The following presents the proposed steps and sequence of events for noise measurements in the Rona Road, Arlene Circle, and Greenlawn Road area.

- conduct one or more series of measurements <u>simultaneously</u> in the backyard and front yard of 2809 Rona Rd. (Eckhardt residence) to determine the "loudest" position for use as one of the 24-hour measurement locations.
- conduct 24-hour noise measurements at 2809 Rona Rd and at 2800 Arlene Circle.

#### MEETING MEMORANDUM

Meeting Date: September 3, 1997

#### September 5, 1997

z

- additional short-term measurements will be made at the end of Greenlawn Rd. and other locations (as shown on Exhibit 1) during a time period of the day when noise levels are determined to be at their highest (based on the 24-hour measurement) and with the concurrence of Ms. Eckhardt. This will be done to determine the extent of noise impact for the rest of the homes in the community.
- testing will also be conducted at homes on Lenburn and Richardson Rds.
- a complete report will be provided to Ms. Eckhardt outlining the procedures, rationale, and results of the studies and analysis work described in this memo. Previous measurement data will also be included for comparison purposes.
- following the measurement studies, a preliminary assessment of noise barrier effectiveness and cost will be conducted. A separate report documenting the barrier assessment will be issued.

Finally, the schedule for commencement of testing (set for later half of the week of September 8, 1997, is weather pending. Should prevailing conditions related to wind or precipitation be outside the parameters of accepted practice, testing will be postponed.

Coordination and dialogue will be maintained between SHA and Ms. Eckhardt throughout the duration of this project.

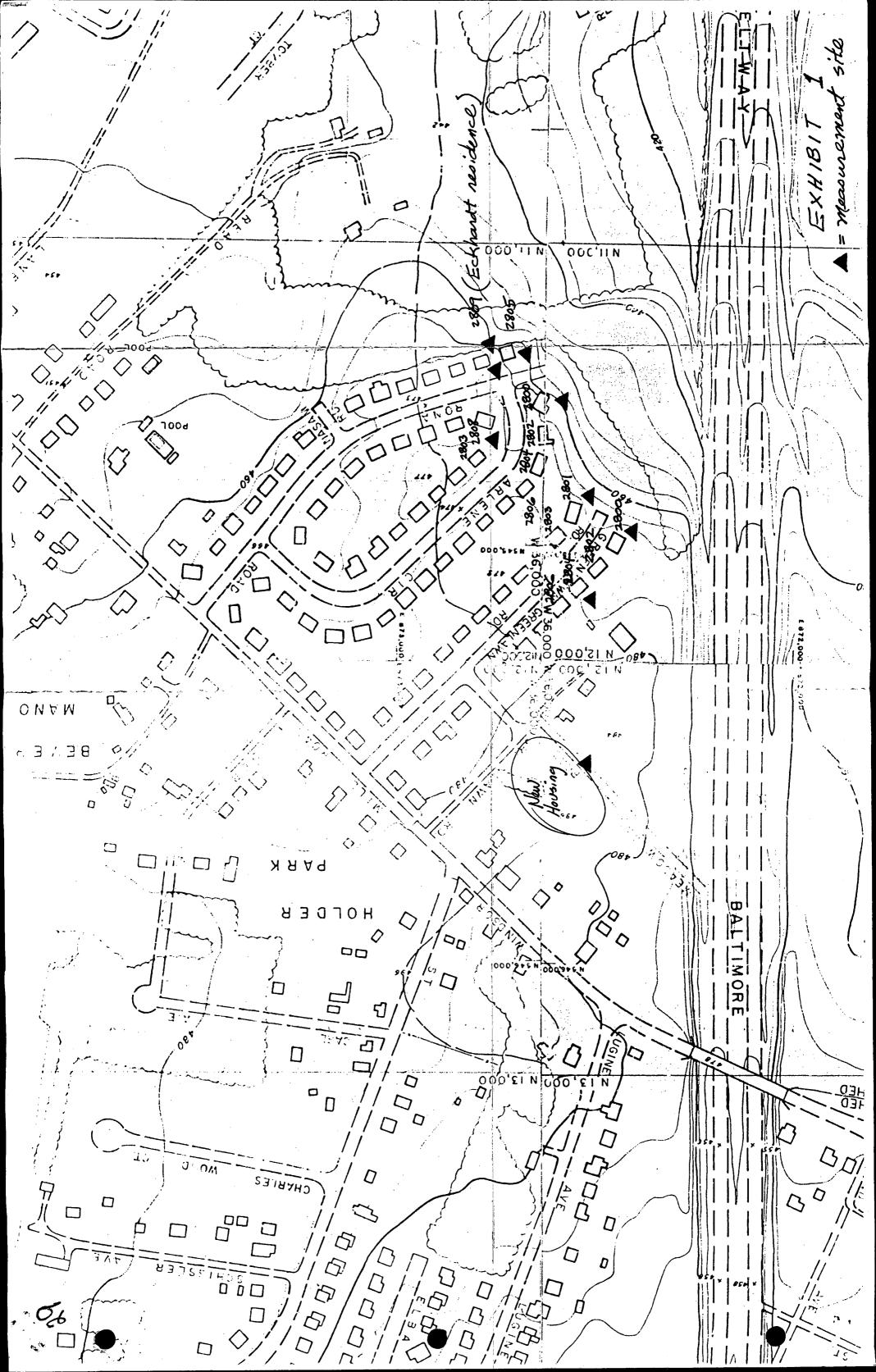
prepared by:

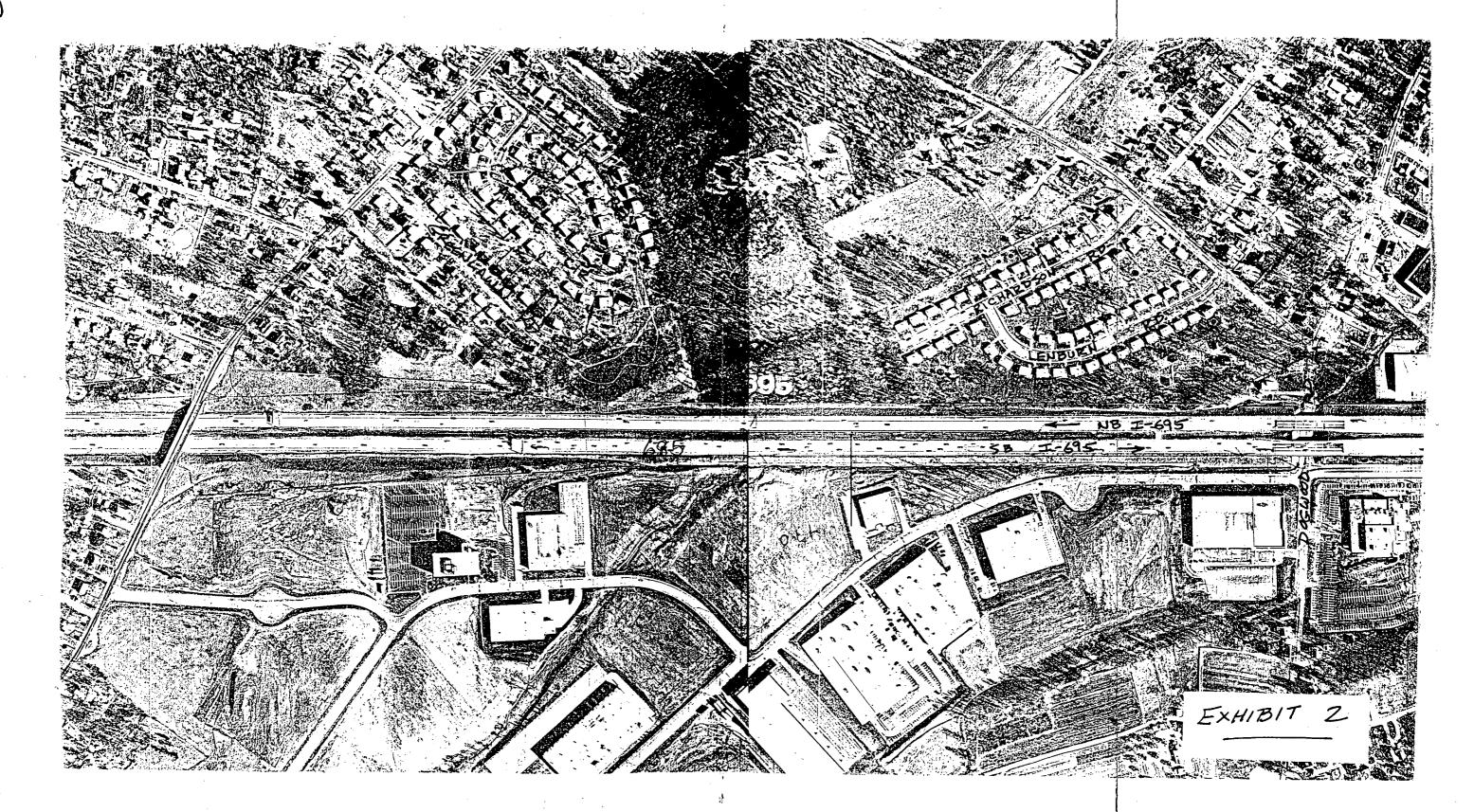
Ken Polcak

Noise Abatement Design and Analysis Team

Office of Environmental Design

(410) 545-8601







### Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor David L. Winstead Secretary John D. Porcari Deputy Secretary

December 22, 1997

31

Mr. Eric A. Eisen President Wildwood Hills Citizens Association 10028 Woodhill Road Bethesda MD 20817

Dear Mr. Eisen:

Thank you for your recent letters requesting that a sound barrier for the Wildwood Hills community be funded in the new budget. I also thank you for sending me a copy of your statement to the Montgomery County Delegation on the status of sound barrier implementation.

Funding decisions for highway improvements, including sound barriers, are made annually and are presented in the Department's Consolidated Transportation Program (CTP). This document includes planned improvements over a six-year period and is finalized each January. The CTP for 1998-2003 is in the final stage of preparation, and we have noted your request for the construction of a sound barrier for Wildwood Hills. The needs of this community, together with our overall transportation needs and the availability of funds, will be considered as funding decisions for the final CTP are made.

Again, thank you for your letter. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or, toll-free in Maryland, at 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

Mr. Eric A. Eisen Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT -- December 12, 1997

SERIAL: #9841

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12:53PM SHA ADMINISTRATOR 410 333 1586

41085 2,23:# 2/ 4

Please Prepare Response For Sepretary Signatura

Wildwood Hills CitizEns Association

10028 WOODHILL ROAD BETHESDA, MARYLAND 20817

TEL: 301-469-0612

December 6, 1997

Mr. David L. Winstead Secretary, Maryland Department of Transportation P.O. Box 8755 BWI Airport, MD 21240-0755

Dear Secretary Winstead:

SECRETARY DEPARTMENT OF TRANSPORTATION

The Wildwood Hills community is located off of the western leg of I-270 just south of the intersection of that road and Democracy Boulevard in Montgomery County. It is one of the oldest communities in the area, predating all of its major landmarks, including I-270, Democracy Boulevard, Montgomery Mall and the Bethesda Office Park, I enclose for your information a copy of a presentation I made to the Montgomery County delegation in October that offers some detail about my community and matter on which I write to you today, namely sound barriers.

We have been waiting for sound barriers for over a decade; a period during which the sound that troubled us intensified tremendously due to increased traffic and road expansion projects. We demonstrated that we qualified for "Type I" treatment, and there is no question that we qualify as a "Type II" community. This was confirmed in a meeting with SHA officials and our delegates in the Patomac Community Center last week. I listened patiently during the discussion there to the representatives of several communities who were pressing for a relexation of criteria under which they barely did not qualify. When it came my turn to speak, I can fairly say that these folks appeared dismayed to learn that Wildwood Hills did qualify, but as of yet did not have a barrier construction schedule.

We have been told for some time that the problem now is budgetary; we are not in the budget and have to wait our turn. With a new budget now being formulated, I respectfully suggest that our turn has come, and I request that you place the Wildwood Hills project in that budget proposal. Charlie Adams, to whom I am copying this letter, is quite familiar with our situation, but I would also be pleased to answer any questions you may have on this very important matter.

Charlie Adams Hon, Jean Rossser Hon. Jean Cryor Hon, Richard LaVay Hon, Mark Schriver bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT -- December 12, 1997

**SERIAL:** #9841

E:\CORRESP\1997\DRAFTS\EISE1206.DLW 12/12/97 4:45 PM

35

## Wildwood Hills CitizEns Association

STATEMENT TO THE MONTGOMERY COUNTY DELEGATION
ON STATUS OF SOUND BARRIER IMPLEMENTATION



October, 1997

Wildwood Hills is one of the older suburban communities of Montgomery County, having been started when Harry Truman was our president. It's located right near Montgomery Mall, bordered by I-270, the Bethesda Country Club and a townhouse community south of Democracy across from the mall. All of these features of its borders didn't exist when it was built. In its early years it was surrounded by woods and farmland and was accessed by a narrow country road. Many of its residents are living witnesses to the complete transformation of the area, and point out to newer arrivals such features as the remnants of a stream which once emptied into a pond that now is covered by an HOV lane, or the swell of a hill once dotted with cows that is now dotted with the parked cars of patrons of Montgomery Mall.

Last year when you met we heard a succession of the County's citizenry urge you not to fund projects that would change the quality of life in their back yards. When our turn to speak came we reminded you that the Wildwood Hills subdivision is at the other end of this time-spectrum. Change has already come to us. And keeps coming as roads that are "givens" in the debate on our future development are widened again and again. We have over more than 40 years endured the grossest transformation of our surroundings from farmland and woodland to macadam and concrete.

We told you last year about our decade-long effort to encourage the builder of these roads, the State Highway Administration, to take action to mitigate the worst impacts of this great transportation corridor by putting up sound barriers where we border I-270. We said we qualified under every criteria but had just not "squeaked" enough in the wheels of government. We asked you to honor the implied covenant between neighborhoods and the larger community by which the community's need for growth in commerce and transportation is fostered in exchange for actions of the community to protect the affected neighborhood's need for integrity and peace and quiet. We proposed that you could do this by remembering our need when it came time to fund SHA, by designating funds for sound barriers in our area, and by advising SHA's staff of your interest in and concern for our community's need.

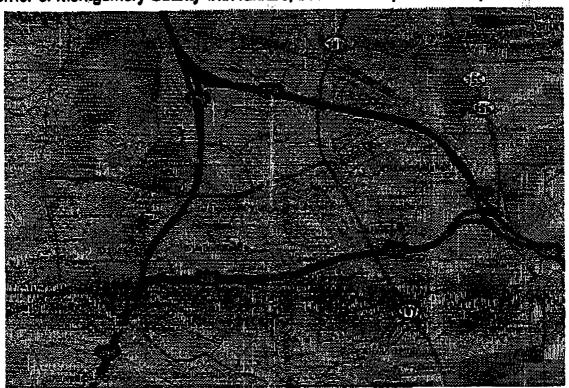
I'm here to thank you for your support over the past year, to tell you of the status of our journey and to fill you in on what remains to be done.

At an October 15 sound barrier briefing SHA reported that Wildwood Hills meets all the "Priority 1 Community" criteria for sound barrier construction. It's official. At this time Wildwood Hills is the only community in the so-called "Triangle," being the communities bordering the triangle formed by the two spurs of I-270 and the Beitway, that meets all the priority-1 criteria and doesn't already have a sound

barrier. And we've been walting for many noisy years to get that barrier. Under the way SHA accounts for these projects, it estimates that the complete project cost will be \$1 million, which we think is much too high. But we know better than to get into that can of worms and we don't need to since the costs are in line with the cost-ceiling eligibility criteria. (We remain thankful that SHA doesn't procure toilet seats or hammers for the military.)

The next steps in this process are to design the barrier and then to construct it. This two-step process requires funding, with the state covering 80% of the funding and the county offering up a 20% "match." In the spring of this year SHA should be looking to budget the design process. We ask that you look for the design funding in SHA's budget and make sure it's there in the budget you vote on. And that you remember that SHA must work with the county, which we believe is willing and able, and that you look to SHA to do this. We will try to keep you abreast of this process, but it's a process that you are intimately involved with, so we ask also that you have your staffs keep tabs on it and talk with us as things progress.

God willing and the creek don't rise (how can it; it's buried under concrete!) we believe we can have the barrier that will help restore peace to our beleaguered neighborhood in place in 1999. Then we can look forward to ushering in the millenium in our corner of Montgomery County with fanfare, but also with peace and quiet.



Respectfully,

Eric A. Eisen
President
Wildwood Hills Citizens Association
(301) 469-0612
eisenlaw@erols.com



## Maryland Department of Transportation State Highway Administration

August 22, 1997

31

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams

Administrator

Mr. Richard Ely Chairman, Noise Abatement Committee Columbia Hills/Meadowbrook Farms Community Association 9221 Winding Way

Dear Mr. Ely:

Ellicott City MD 21043

This letter is a follow up to previous correspondence about a sound barrier for the Columbia Hills community. The residents of Columbia Hills have been asking for relief from traffic noise on US 29 which, since Columbia Hills was developed, has been expanded from a two-lane road to an eight-lane divided highway in this vicinity. I am pleased to inform you that Columbia Hills has been determined to be eligible for a sound barrier based upon the impacts resulting from the multiple expansions of US 29.

Preliminary design of the barrier is scheduled to begin this Fall. Once a detailed design schedule has been established, Mr. Charlie Adams, our Director of Environmental Design, will contact you to discuss the details of the design process. The actual construction is being reviewed for funding in the 1998-2003 Consolidated Transportation Program (CTP) and will be contingent on Howard County's agreement to provide the 20 percent local funding match for the project. We will contact you in the Spring of 1998, once the 1998-2003 CTP is complete and a decision on funding has been made.

The residents of Columbia Hills have been extremely patient, and we appreciate your willingness to work with us throughout this process. If you have any questions, please feel free to contact Mr. Adams at (410) 545-8640.

Sincerely

Parker F. Williams

Administrator

cc: The Honorable Christopher J. McCabe, Member, Senate of Maryland
The Honorable Patricia Anne Faulkner, Member, Maryland House of Delegates
The Honorable Robert L. Flanagan, Member, Maryland House of Delegates
The Honorable Robert H. Kittleman, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

Mr. John Lewis, Jr., State Legislative Officer, Maryland Department of Transportation

My telephone number is \_\_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. James Hade, Noise Abatement Team Leader, Landscape Architecture Division, State Highway Administration

Mr. Robert Fisher, District Engineer, State Highway Administration

### Maryland Department of Transportation

The Secretary's Office

39

Parris N. Glendening Governor David L. Winstead

Secretary

Thomas L. Osborne

Deputy Secretary

February 18, 1997

Mr. Richard D. Ely
Chairman
Noise Abatement Committee
Columbia Hills/Meadowbrook Farms Community
Association
9221 Winding Way
Ellicott City MD 21043

Dear Mr. Ely:

Thank you for your recent letters to State Highway Administrator Parker F. Williams and me regarding the review of the noise situation at Columbia Hills/Meadowbrook Farms. As Mr. Williams indicated in his letter to you dated December 26, 1996, we are looking into the factors which are relevant to your community. We should have our preliminary analysis ready in March and will contact you with our findings.

Again, thank you for your letters. We appreciate your patience and also look forward to the conclusion of our review. In the meantime, if you have any questions, please feel free to contact Mr. Charles Adams, Director of Environmental Design, State Highway Administration, at (410) 545-8640.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is (410)-

865-1000



bcc: Mr. James Hade, Noise Abatement Team Leader, State Highway Administration



David L. Winstead Secretary

Parker F. Williams Administrator

July 31, 1997

41

Mr. Fred Endy 5073 Ten Oaks Lane Clarksville MD 21029

Dear Mr. Endy:

Thank you for your recent phone call inquiring about the results of the noise measurements taken in the spring of 1997. I apologize for not sending you the results of the 24-hour noise measurement taken on April 28-29, 1997 adjacent to MD 32. The noise analysis consisted of a 24 - hour test. A copy of the result is attached for your use.

On the graph, the Leq line (also called the equivalent sound level), represents the average noise level for each hour of the test period. Noise levels in your field measured from 49 - 62 dBA during the 24 - hour noise measurement. The average Leq for this test (as shown on the measurement chart), was below the impact threshold of 66 dBA.

To consider an area for noise abatement, the noise levels must reach the impact threshold. In view of the measurement results, your home is not eligible for noise barrier consideration under the type II program.

Our Office of Planning and Preliminary Engineering is currently studying proposed improvements to MD 32 from MD 108 to I-70. A detailed noise study will be conducted as part of those studies. Your community would be considered during the studies under our type I noise abatement program. Under the Type I program, noise barriers, if warranted, are built in conjunction with new roadway construction or expansion of existing highways. When deciding where to build a barrier, we evaluate whether future noise levels will equal or exceed an impact threshold and, if so, whether they can be reduced for a reasonable cost. The homes must predate the Federal Highway Administrations approval of the location/design of the highway improvements to be considered for this program. Currently, the accepted threshold level that must be met or exceeded is 66 decibels (dBA).

My telephone	number is		

Thank you for your interest in our noise abatement program. If you have any questions please do not hesitate to call me at (410) 545-8598.

Sincerely, James D. Hade

James D. Hade Team Leader

Noise Abatement Team

**Enclosure** 

cc: Noise Abatement Team

Mr. Robert Fisher, District 7

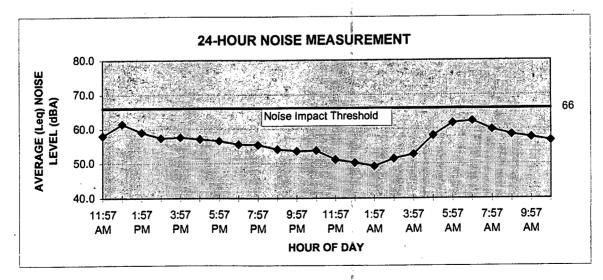
#### 24-HOUR NOISE MEASUREMENT STUDY

Route: MD 32

Location: 5073 Ten Oaks Rd.

Test date: 4/28/97 -Start 4/29/97 -End

			Sub-interval legth (min.) -				
	Number of sub-intervals/hour -						
Sub-interval Leq							
Interval	1	2	3	4	Hourly Leq		
11:57 AM	57.5	56.9	58.2	59.2	58.0		
12:57 PM	59.8	59.9	63.1	62.3	61.5		
1:57 PM	60.5	60.0	57.4	57.2	59.0		
2:57 PM	57.3	57.8	57.4	56.9	57.4		
3:57 PM	57.8	57.5	58.0	57.3	57.7		
4:57 PM	56.8	56.8	56.5	58.0	57.1		
5:57 PM	56.6	57.7	56.2	55.4	56.6		
6:57 PM	54.9	56.0	55.5	55.6 j	55.5		
7:57 PM	55.2	55.6	55.8	54.8	55.4		
8:57 PM	54.3	54.1	53.7	54.3	54.1		
9:57 PM	54.9	54.2	52.8	51.6 <sup>‡</sup>	53.6		
10:57 PM	56.0	51.9	52.6	53.3 <sup>1</sup>	53.8		
11:57 PM	49.0	52.2	52.4	49.9	51.1		
12:57 AM	50.7	48.7	52.0	48.6	50.2		
1:57 AM	47.1	48.8	46.3	52.1	49.2		
2:57 AM	50.6	53.0	49.9	51.6	51.4		
3:57 AM	51.7	52.1	53.1	53.6	52.7		
4:57 AM	55.7	57.5	58.1	60.1	58.1		
5:57 AM	61.2	61.8	62.1	61.7	61.7		
6:57 AM	62.8	63.4	62.1	60.7	62.4		
7:57 AM	60.0	60.0	60.0	59.6	59.9		
8:57 AM	59.8	57.4	57.9	58.1	58.4		
9:57 AM	56.8	57.1	58.2	58.1	57.6		
10:57 AM	57.1	55.7	57.3	<b>56.4</b>	56.7		





#### Maryland Department of Transportation The Secretary's Office

金 主

Parris N. Glendening Governor David L. Winstead Secretary John D. Porcari Deputy Secretary

December 22, 1997

Mr. Don Epelbaum Ms. Karen Epelbaum 7205 Armat Drive Bethesda MD 20817

Dear Mr. and Ms. Epelbaum:

Thank you for your recent letters to Governor Glendening and me regarding sound barriers on I-495, east of the I-270 Spur. The Governor asked me to respond on his behalf.

As you note, the Longwood community is eligible for a sound barrier under the State Highway Administration's (SHA) revised Noise Policy. Funding decisions for highway improvements, including sound barriers, are made annually and are presented in the Department's Consolidated Transportation Program (CTP). This document includes planned improvements over a six-year period and is finalized each January. The CTP for 1998-2003 is in the final stage of preparation, and we have noted your request for the construction of a sound barrier for Longwood. The needs of this community, together with our overall transportation needs and the availability of funds, will be considered as funding decisions for the final CTP are made.

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640 or, toll-free in Maryland, at 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary.

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway

Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

Mr. Don and Ms. Karen Epelbaum Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design,

SHA

JMr. Philip Troll, Noise Abatement Team, Office of Environmental Design, SHA

Drafted by: Philip Troll, OED/LAD/NAT -- December 15, 1997

SERIAL: #7674 DLW/PNG -- Replaces #9832 DLW

E:\CORRESP\1997\DRAFTS\EPEL1202.DLW 12/15/97 11: AM

GOVERNOR'S OFFICE

December 2, 1997.

The Honorable Parris N. Glendening Governor State House 100 State Circle Annapolis MD 21401

Dear Governor Glendening:

When I bought my house on Armat Drive in 1982, the noise from the beltway was slight and tolerable. Since then the traffic has increased and the noise level has risen.

I understand the State has determined that my area qualifies for noise barriers. I ask you to support the funding for and construction of these barriers.

Please let me again enjoy the tranquil community I moved into in 1982. Thank you.

Sincerely.

Don & Karen Spelbaum 7205 Annat Drive

Bethesda MD 20817

cc: Marilyn W. Andrulis, Ph.D.

Please Prepare Response For Secretary

RECEIVE

BÉC SECRETARY DEPARTMENT CF TRANSPORTATION

December 2, 1997

The Honorable David L. Winstead Secretary of Transportation Maryland Department of Transportation 707 North Calvert Street Baltimore, Maryland 21202

Dear Secretary Winstead:

When I bought my house on Armat Drive in 1982, the noise from the beltway was slight and tolerable. Since then the traffic has increased and the noise level has risen.

I understand the State has determined that my area qualifies for noise barriers. I ask you to support the funding for and construction of these barriers.

Please let me again enjoy the tranquil community i moved into in 1982. Thank you.

Sincerely.

Don & Karen Epelbaum

7205 Armat Drive

Bethesda, MD 20817

cc: Marilyn W. Andrulis, Ph.D.



#### Maryland Department of Transportation State Highway Administration

Parris N. Glendening Governor David L. Winstead

Parker F. Williams Administrator

Secretary

48

September 30, 1997

Mr. Clement D. Erhardt, Jr. 8218 Burnley Road
Baltimore MD 21204

Dear Mr. Erhardt:

Thank you for your recent letter requesting confirmation of your interpretation of the western terminus of the sound barrier to be built along I-695 to protect the Village Green Community. You have correctly interpreted the plan that we provided to you. The sound barrier will end approximately 312.5 feet from the existing overhead sign east of the church. We will also be glad to provide you with a copy of the final design plans when they are complete. If you have any additional questions, please call me at (410) 545-8640.

Sincerely

Charles B. Adams

Director

Office of Environmental Design

Mr. Clement D. Erhardt, Jr. Page Two

bcc: Ms. Sharon Blankenship Mr. James Hade Noise Team





PARRIS N. GLENDENING GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE 100 STATE CIRCLE ANNAPOLIS, MARYLAND 21401 (410) 974-3901

WASHINGTON OFFICE SUITE 311 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (410) 333-3098

January 15, 1997

Mr. Clement D. Erhardt, Jr. 8218 Burnley Road Baltimore MD 21204

Dear Mr. Erhardt:

Thank you for your letter about the proposed noise barrier along I-695 for the Village Green community. It is my pleasure to inform you that funding has been approved to construct a noise barrier from Joppa Road to Thornton Road. Construction is anticipated to begin in Spring 1998.

The State Highway Administration's (SHA) Office of Environmental Design will manage this project. Mr. Charles Adams, SHA's Director of Environmental Design, is aware of Trinity Assembly of God Church's position and concerns. The proposed barrier is not designed to protect the church, which means highway visibility will still be available at this location. The noise barrier is intended to protect only the homes adjacent to the beltway.

Again, thank you for your letter and I trust this information eases your concerns about the future noise barrier. When design of the barrier is completed and the project is close to advancement, a community meeting will be scheduled. In the meantime, if you have any questions, please feel free to call Mr. Adams at (410) 545-8640.

Sincerely.

Parris N. Glendening

Governor

Mr. Charles B. Adams, Office of Environmental Design, State Highway cc: Administration

May 16,9/ 12/5 P.UI

#1255.BA

CLEMENT D. ERHARDT, JR.

8218 BURNLEY ROAD

97 MAY 16 PM 1: 43

BALTIMORE, MARYLAND 21204 RS TRAIDR'S OFFICE

[410-828-8811]

**Facsimile Transmission** 

DATE:May 16, 1997

Attention:Mr. Parker F. Williams, Administrator State Highway Administration

Fax Number: (410) 333-1586

Voice Number:

To reply by Fax: Call {410}828-	8811 to an	ange transi	mission time.
Original to be sent by mail:	yes	X	no
Fax Line: {410}-828-8218			
You should receive4pag	es, including	this cover sh	eet If you do not
You should receive4_ pag receive all the pages, please call	the number a	bove. {410}8	28-8811

CONFIDENTIALITY NOTICE: The documents accompanying this telecopy transmission contain confidential information belonging to the sender which is legally privileged. The information intended only for the use of the individual or entity named above. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution or the taking of any action in reliance on the contents of this telecopied information is strictly prohibited. If you have received this telecopy in error, please immediately inform us by telephone to arrange for the return of the original documents to us.

**COMMENTS:** 

YOUR ASSISTANCE IN THIS MATTER IS MUCH APPRECIATED.

Halland J

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C. DEHT 18 37 81.47PM SHH HUMINISTRHIOR 410 333 1586

STATE HIGHWAY ADMIN.

# UILLAGE GREEN ASSOCIATION, INC. 97 MAY 16 PM 1: 43 POST OFFICE BOH 2

RIDERWOOD, MARYLAND 21139 ADMINISTRATOR'S OFFICE

President 1970-1971
Clement D. Erhardt, Jr. 8218 Burnley Road
Baltimore, Maryland 21204

52

May 16, 1997

Mr. Parker F. Williams
Administrator
State Highway Administration
Maryland Department of Transportation
707 North Calvert Street
Baltimore, Maryland 21202

Re: Sound Barriers-South Side. 1-695 Between Thornton and Joppa Roads.

#### Dear Administrator Williams:

Thank you for your letter dated May 15, 1997. You did address most of the concerns of the Village Green community presented in our letters to Secretary Winstead dated May 13, 1997 and Senator Hoffman under date of May 5, 1997, only several minor points remain in confusion. Initially, I would like to clarify a typographic error existing in your note. The dates of the public meeting were April 17, 1997 and May 1, 1997, not May 5, 1997.

In your letter of May fifteenth, you say that the proposed wall was designed to give protection based upon noise levels projected to the year 2020. If in fact the barrier was designed based upon the sound reading developed by your staff and consultants, I fear a major error occurred. Your associates discovered an anomaly between the meetings of April 17, 1997 when the plans and data were presented to our community and the subsequent meeting of May 1, 1997. The designers who planned the wall apparently failed to take into consideration the sound level increase from the present time until the target year 2020.

As stated in the final paragraph on page two of your letter of the fifteenth, "the initial information presented to you was not based upon the

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planned number of lanes on the beltway in this area. This was an oversight which was corrected in time for the community meeting with the north side residents." Since your staff did not allow for the anticipated increases in the size of the beltway and the subsequent escalation in both traffic and noise, the basic design and specifications of the wall they planned are obviously flawed. The structure as presented on April seventeenth, based upon a smaller and less traveled road is clearly inadequate to protect our community in the year 2020. We do look forward to seeing a major change and augmentation in design now that your office is aware of the basic errors existing at the time the initial plan was made.

As you know, our community became so concerned with the correctness of the sound reading and interpretation surrounding this project that we were compelled to engage our own sound engineer to advise us about the accuracy of the material presented by the state. We appreciate that finally additional reading of noise levels will be gathered as promised during the April meeting. Further, our expert, Dr. Onell M. Banks has made several requests. On our behalf he is asking your staff to enter the state's official sound reading into two additional models.

We know you will analyze the sound readings against your existing model of the wall as presented on April 17, 1997, a wall evidently designed only to give protection as of the year 1997. We ask that the reading also be analyzed as if the wall were to extend all the way to Joppa Road on the west and a third scenario that of a wall covering the entire parking lot of the Trinity Assembly of God's plant extending to the east elevation of their east most main structure. We do hope that the design presented on April 17, 1997 is replaced with one reflecting both the additional traffic lanes planed for the year 2020 as well as the obviously increased sound levels caused by the greatly augmented traffic that all anticipate.

We further ask that the state make available to us copies of their computer models so our expert can verify to our satisfaction the accuracy of the presentation being made by your department. Naturally, we desire copies of your readings and models as soon as possible to give our expert time to confirm the data before the presentation planned in the immediate future. As your are aware, unfortunately many statements have been made by representatives of your office that have to say the least, caused confusion. Such misstatements have been substantiated by creditable witnesses, the press and existing documents.

Dur community is pleased that you are looking into the existence of the Trinity Christian School; material from our files is at you disposal should you

--- DIHY\_15:::37: 01:48PM SHA ADMINISTRATOR\*410 333 1586

may 10,91 15, 2,5 P.04

find them helpful in establishing the presence of a school at the location. We are sure your office is as concerned as we are regarding children being placed at risk from exposure to extreme noise levels.

I am greatly surprised at your statement that any property owner has 54 the unquestioned right both to object to and block the state from erecting a sound barrier on state property. It is interesting that the state is now willing to allow such action when the effectiveness of the wall will be destroyed by allowing holes to appear in random locations whenever an individual chooses to forbid the placement of a wall on state property adjacent to their land. Do all individuals have the right to forbid the state from erecting sound walls? If individuals are not vested with such power, why would a church be so endowed?

Your statement is noted that the state has never granted exceptions in the erection of sound barriers for any other houses of worship. We have concerns about walls either erected or in the process of being built in several areas. At this time, I would like to reserve queries about other projects pending release of your new study on the wall protecting our community.

Upon receipt of yesterday's note, I immediately contacted the Riderwood Elementary School and have arranged a meeting for Wednesday, June 4, 1997, at seven thirty in the evening. Rest assured, we are most appreciative of your kind offer to be present for the presentation.

In conclusion, I do want to say that despite divergent views on many matters concerning this project, your staff has acted always in a most courteous manner. Again, thanking you for your continued assistance in the matter, I remain,

Very truly yours,

Clement D. Erhardt, Jr.

Clent D. Erhandt (),

Chairman

Noise Barrier Committee

CDE/cb

cc: Senator Barbara A. Hoffman

STATE HILLIANY ADMIN. ADMIN.



#### Maryland Department of Transportation State Highway Administration

55

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

May 21, 1997

Mr. Clement D. Erhardt, Jr. Chairman
Noise Barrier Committee
Village Green Association, Inc.
8218 Burnley Road
Baltimore MD 21204

Dear Mr. Erhardt:

This letter responds to your letters of May 16 and 19 and is a follow up to our telephone conversation of May 20. As I indicated in my May 15 letter to you, the information presented at the April 17 meeting with the Village Green community is being updated to reflect the future expansion of the beltway. All of this information will be available to you once this work is complete.

In our discussion, you indicated that SHA representatives had planned to continue monitoring noise on May 19 and were to have arrived at 8:30 a.m. I have questioned the individuals concerned and they have confirmed that this was their plan, although continuation of monitoring was dependent upon favorable weather. Although it was not clear to them that your expert would be present and that they were to have called at 7:30 a.m. if the schedule changed, I have explained to them that they should have extended the courtesy of a call in any event, and I apologize to you that they did not do so. In the future, adequate notice will be given to Mrs. Mazilli of any schedule changes.

In your letter of May 19, you stated that the Village Green Association felt it needed to hire its own expert because our employees are "deliberately attempting to frustrate any attempt to verify their work." I must respectfully disagree. At no time have any of our employees refused to share information with your association. Some mistakes have been made, and we have openly acknowledged these and are working to make the necessary corrections. Once this work is completed, every part of the analysis will be available for you and Dr. Banks to review. We will also accommodate Dr. Banks's request that we perform additional calculations using several alternate scenarios.

In the meantime, we are attempting to contact representatives of the Trinity Church to schedule an appointment to meet with them to discuss this project. Mr. Charles Adams has spoken to Ms. Mazilli about this, and she is certainly welcome to attend this meeting. It is important that we arrange a convenient time rather than show up unannounced, especially in a matter of such importance to this project.

My telephone number is \_\_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Clement D. Erhardt, Jr. Page Two

The meeting which you scheduled for June 4 will proceed as you and I discussed. My commitment to attend a meeting with your association was based upon my availability and, unfortunately, a prior commitment on that evening will prevent me from attending the meeting you scheduled. In the future please contact Ms. Gerry Fletcher of my office at (410) 545-0400 so she can identify a date that is convenient for both of us.

You requested that no one from our Office of Environmental Design speak as a representative of the State at the June 4 meeting. I cannot honor this request. In my absence, Mr. Charles Adams will represent SHA. His participation is key to our getting this project back on the right track and, even if I were able to attend, he would be making the bulk of our presentation.

Lastly, we have scheduled a meeting for May 28 at 3:00 p.m. at the State Highway Administration's Brooklandville offices. I look forward to sitting down with you at that time and discussing this project further.

Bincerery

Parker F. Williams Administrator

cc: The Honorable Barbara A. Hoffman, Senate of Maryland

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Ms. Gerry Fletcher, Assistant to the Administrator, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

Mr. Clement D. Erhardt, Jr. Page Three

bcc: Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration Mr. David Malkowski, District Engineer, State Highway Administration

*פי פטאויא* 1 #390 P.02

### Fax Transmittal Cover Sheet

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To: Mr. Parker F. Williams, Administrator, - State Highway Administration

From: Clement D. Erhardt, Jr.

Fax Number: (410) 828-8218

Date: Mon, May 19, 1997 • 3:42 PM

Transmitting (3) pages, including cover sheet.

If there is difficulty with this transmission, please call: (410) 828-8811

59

# UILLAGE GREEN ASSOCIATION, INC. POST OFFICE BOX 2 RIDERWOOD, MARYLAND 21139

President 1970-1971
Clement D. Erhardt, Jr. 8218 Burnley Road
Baltimore, Maryland 21204

May 19, 1997

Mr. Parker F. Williams
Administrator
State Highway Administration
Maryland Department of Transportation
707 North Calvert Street
Baltimore, Maryland 21202

Re: Sound Barriers-South Side, I-6.95 Between Thornton and Joppa Roads.

Dear Administrator Williams:

On Wednesday, May 14, 1997 employees of the Office of Environmental Design of the SHA with their consultants from Whitman Requardt took sound reading in our community. Due to abnormal traffic conditions on the beltway, testing was not completed. Friday, May 16, 1997, the Office of Environmental design confirmed that the remaining tests were to be made today.

Your employees were to arrive at a location in our community at 8:30AM to continue testing. Our expert, a man we are paying an hourly fee to verify that state representatives are recording legitimate reading was present. At 8:40AM a call was made to Ired Eisen of the SHA only to be told they were not sure when they would be out, things were confused. We had an understanding that if the state was to void the test today for any reason, we would receive a phone call by 7:30AM so we could avoid wasting both our time, our expert's time and the money we were paying him.

The state did not follow up as promised. At 10:40AM, more than two hours late, three employees of Whitman Requardt arrived without any representatives of the state. Again, due to traffic slow down due to construction no testing could be done. The men supposedly representing the state were not

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sure when they might be back. After discussion they said that they would return Wednesday, May 21, 1997, we would be advised in advance if they could not live up to their agreement.

The conduct of your employees in this matter is not acceptable. It is a horrible reflection on the integrity of the state that citizens must engage experts to check that state employees are performing their duties in an honest fashion. It is beyond reproach that they would deliberately set out to frustrate any attempt to verify their work and needlessly cause the expenditure of our funds. We did place faith in the recent statement that we could now rely on the word of state employees.

Testing is not complete. How can your people be ready to present a revised plan on or after May 26, 1997?

On another matter, Mr. Charles Adams informed me today that you will not be able to attend the meeting arranged for June 4, 1997 due to a conflict. Again, acting upon your letter we immediately attempted to set a date at the Riderwood School in as quick a time as possible given the scheduling suggestions conveyed in you letter to me dated. May 16, 1997. Hopefully, should you not be able to attend perhaps Secretary David L. Winstead can appear in your place. I know you feel as do we that no one from the Office of linvironmental Design should speak as the senior representative of the state at that gathering.

Your personal attention to these matters is most appreciated. Looking forward to a prompt resolution to the problems set forth in this letter, I remain,

Very truly yours,

Clement D. Erhardt gr.

Clement D. Erhardt, Jr. Chairman Noise Barrier Committee

CDE/cb

cc: Senator Barbara A. Hoffman



#### Maryland Department of Transportation State Highway Administration

1)

Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

Parris N. Glendenir

May 15, 1997

Mr. Clement D. Erhardt, Jr. 8218 Burnley Road
Baltimore MD 21204

Dear Mr. Erhardt:

This letter is written in response to your recent letters to Secretary of Transportation David L. Winstead and Mr. Fred Eisen of the State Highway Administration's Office of Environmental Design about the sound barrier being designed for the Village Green community. In these letters, and in your recent discussions with Mr. Charles Adams, SHA's Director of Environmental Design, you raised a number of concerns to which this letter responds.

The first issue is the length of barrier which would be required to protect impacted homes in Village Green and how this relates to the Trinity Church. Sound barriers are designed to provide protection to exterior noise-sensitive land uses, such as residences or schools. Where such a use is not present, we consider the degree to which highway noise affects interior uses of buildings. In the case of the Village Green area, the limits of the sound barrier presented at the April 17 community meeting were based upon protecting those residences which would experience noise levels of 66 decibels or greater in the year 2020. It is important to note that this sound barrier project involves the advance construction of barriers, based upon the State's plans for future expansion of this section of the beltway. Noise level impact is therefore based upon projected noise levels from the number of lanes that will exist on the highway in a design year in the future and the amount of traffic that these lanes will carry. Existing noise levels are measured to give us an idea of the extent of impact today and to help us calibrate the computer model which we use to predict future noise levels.

At the community meeting, questions were raised about the need to do additional noise monitoring in the Village Green community. These measurements are underway and, weather permitting, will be completed by May 23. This monitoring work is being coordinated with your community association and will include one continuous 24-hour measurement and short-term measurements at seven locations.

The State Highway Administration will use this additional information to verify the extent of existing and future noise impacts within the community. This will be the basis for refining the design of the sound barrier to protect impacted residences. This sound barrier will be designed to extend far enough along the highway to meet our noise reduction goals. In relationship to the Trinity Church property, the barrier will only be long enough to provide the protection needed.

My telephone number is \_\_\_\_\_

There have been concerns raised that the State has made an agreement with the Trinity Church to shorten the sound barrier because the church does not want the barrier to block the view to the church from the beltway. This is not true. Our preliminary design was based upon the length needed to protect the residences in Village Green that were identified as being impacted. The preliminary design information presented at the first community meeting did not show any noise reduction at the Trinity Church because we did not identify this location as having an exterior noise-sensitive use. The same is true of the numbers presented for the Presbyterian Church across the beltway.

You have provided us with information about the presence of a school at the Trinity Church which you feel mandates that the barrier be extended to protect the church. The presence of the school is new information to us, and we appreciate your bringing it to our attention. The decision on whether or not to provide a barrier to protect the church and school will be based upon two factors. The first is whether or not an exterior noise-sensitive use exists at the church. The second is whether or not the church desires the State to investigate a barrier to reduce the noise impact. We do not have answers to either of these questions at this time but expect to have them when we next meet with your community. We do expect that all of the necessary information will be developed by May 23, and we will be ready to meet with you during the week of May 26. Also, there have been no exceptions made for any other houses of worship. Decisions to provide sound barriers in other areas have been based upon the presence of exterior noise-sensitive uses and the property owner's desire for the noise wall.

Your most recent letter expressed concern about changes made in noise level data for the communities on the north side of the beltway. We certainly understand the confusion over the changes to the noise level numbers which were presented at the Village Green community meeting compared to those presented at the May 5 meeting with the residents on the north side of the beltway. As Mr. Adams discussed with you, the initial information presented to you was not based upon the planned number of lanes on the beltway in this area. This was an oversight which was corrected in time for the community meeting with the north side residents. While we did not have sufficient time to rerun the computer analysis for the south side, that reanalysis is underway and will be available for discussion at our next meeting with you. I apologize that this was not made clear to you when our staff faxed you copies of the displays. Our intent was simply to provide the most accurate noise level data based upon the ultimate plans for this section of the beltway.

Mr. Clement D. Erhardt, Jr. Page Three

As I stated earlier, we plan to have all of the information developed by May 23 and will be ready to meet with the Village Green residents as early as the week of May 26. I have asked Mr. Adams to contact you to schedule a time convenient to you to meet and go over all of this information. In your discussions with Mr. Adams, you requested that all written communications with SHA go through my office, and I am pleased to oblige you in this request. Additionally, I will be attending the next meeting with Mr. Adams and we both look forward to discussing these issues with you and your neighbors.

Again, I apologize for the confusion which has occurred on this project. I trust that the information contained in this letter helps to clarify some of this confusion. If you have any questions, please call Mr. Adams at (410) 545-8640 and he will be happy to discuss them with you.

Parker E Williams

Administrator

Sincerely.

cc: The Honorable Barbara A. Hoffman, Member, Senate of Maryland Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

Mr. Clement D. Erhardt, Jr. Page Four

bcc: VMr. James Hade, Team Leader, Noise Abatement Team, State Highway Administration

Mr. John Lewis, Jr., State Legislative Officer, Maryland Department of Transportation

Mr. David Malkowski, District Engineer, State Highway Administration



# Maryland Department of Transportation The Secretary's Office

65

Parris N. Glendening
Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

5-14-97 Date

TO:

FACSIMILE TRANSMITTAL

COVER MEMORANDUM

(Name/Office/Fax Number

FROM:

Barbara Snider - The Secretary's Office (410) 865-1003

(Name/Office/Telephone

We are transmitting from a Xerox Facsimile Transceiver (Fax number (410) 865-1334). If you have any questions or do not receive all the pages, please call our office.

Additional Message: Nr. Eberhardt just called me.

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in the moise level figures.

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Senotor Hoffman's office. Pleasecall

Ner. Eberhardt as soon as possible +

Lasp Ranl Peiche Informed as well.

Thank you.

410-828-8811

865-1000

My telephone number is (410) \_

TTY For the Deal: (410) 865-1342

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764-3614
BARBARA A. MOPFHAN
SENATOR
JAMES W. CAMPBELL
DELEGATE

366-8160

### MARYLAND GENERAL ASSEMBLY

ANNAPOLIS, MARYLAND 21401-1991
42ND LEGISLATIVE DISTRICT
BALTIMORE CITY/BALTIMORE COUNTY

358-2712
SAMUEL 1. ROSENBERG
DELEGATE
MAGGIE MGINTOSH
DELEGATE

358-2208

FAX: (410) 764-3631

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C. D. ERHARDT

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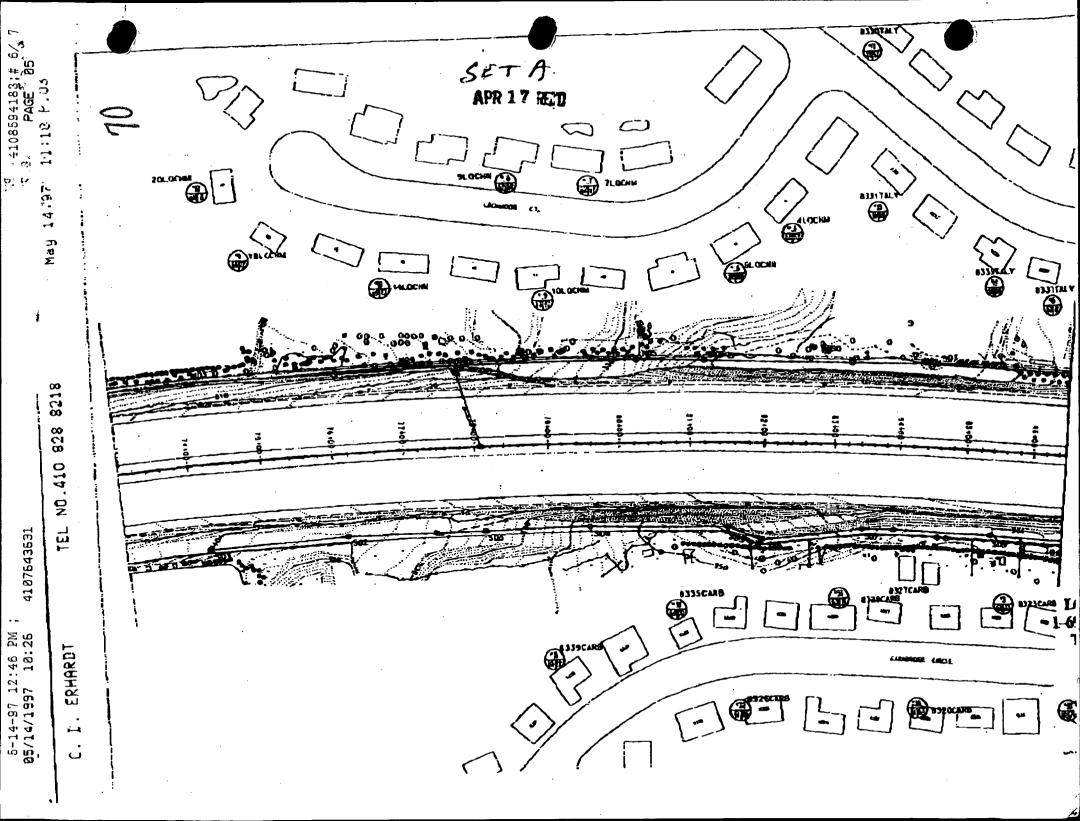
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# UILLAGE GREEN ASSOCIATION, INC. POST OFFICE BOX 2 RIDERWOOD, MAAYLAND 21139

President 1970-1971
Clement D. Erhardt, Jr.
8218 Burnley Road
Baltimore, Maryland 21204

May 13, 1997

Honorable David L. Winstead Secretary of Transportation Maryland Department of Transportation P. O. Box 8755 B.W.I. Airport, Maryland 21240

Re: Highway Noise Barriers-South Side I-695 between Thornton & Joppa Roads

#### Dear Secretary Winstead:

I want to bring to your attention several matters that you should address concerning the proposed sound barrier to be built along I-695 between Thornton Road on the east and Joppa Road on the west. This letter will address three serious concerns that affect your department.

During a public meeting conducted on April 17, 1997 by employees and consultants of your agency, various documents were made available to the public. I direct your attention to a report headed "Stamina / Optima Results" with an attached plat showing both locations and noise reading allegedly used in the design of the noise barriers. The list distributed on April Seventeenth has several minor errors in the placement of sensor locations upon the plat. Such matters are trifling.

Last week the plat was again distributed. This time someone deliberately altered the noise reading shown on all sensors placed along the north side of I-695 giving them an increased reading of noise level. The changes in noise reading show both an increased need for the barrier on the north side of the highway and a greater efficiency in noise reduction. The new numbers justify the more elaborate wall now planned along the north side of the road. I note with amazement that all reading along the south side of the highway reflect the exact figures reported on the earlier version of the documents distributed April 17, 1997. Sets of both plats are in my hands; should your department need to see them, I will be glad to make copies available to you.

Please advise me who altered the sound readings and why your office maintains several plats all allegedly reflecting true sound readings but showing a deliberate pattern of fallacious entries. The alteration in these documents concerns our association since we now can place little faith in the quality and accuracy of technical statements published by The Maryland Department of Transportation.

During the meetings held both on April 17, 1997 and May 1, 1997 members of our community raised questions why exceptions in policy were made for several houses of worship by providing them with complete sound barrier walls along the length of their property. The answer given was that those buildings also housed schools mandating a complete wall to protect the children present on the property. Your representatives said that a school required protection. We asked your spokesman about the school operated by the Trinity Assembly of God and were told that the state knew of no such activity at the church site.

State representatives evidently did a superficial investigation or survey in this matter; they were unaware of the existence of the school and the fact that children are not being protected from noise pollution. Perhaps they relied on information given them that was misleading. In any event, our association is prepared to document the use of the Trinity Assembly of God plant as a location of a Day Care, a Christian School and a youth Summer Camp.

Should you office desire we can supply you with copies of The Trinity Christian School parent handbook, advertising brochures, enrollment forms as well as school calendar and uniform clothing list. We can even supply a special \$50.00 savings coupon for prompt enrollment. To avoid confusion, the term Christian School does not refer to a religious education program operated as a so-called Sunday School, but an institution the equivalent of a public elementary school operating this year from August 25, 1996 to June 6, 1997.

We as a community association have asked repeatedly what influence has been exerted by the Trinity Assembly of God to block the erection of a sound barrier along the beltway and their property. Your employees to a person say there has never been contact between the church and the state expressing any view concerning the erection of noise barriers. On December 9, 1996, I wrote you asking the same question. Your office referred my letter to Governor Glendening for response. In his letter to me dated January 15, 1997, the Governor said, "Mr. Charles Adams, SHA's Director of Environmental Design, is aware of Trinity Assembly of God Church's position and concerns." How sir is it possible for Mr. Adams to be aware of the church's concerns when according to all your employees, including Mr. Adams no contact has been made with the state or your department? Did the Governor's office misspeak?

The Village Green Community Association speaks for hundreds of homes and the thousand residents who are directly impacted by this project. We reiterate our request that a continuous sound barrier be erected along the south side of I-695 between Thornton Road on the east and Joppa Road on the west.

Again, thank you for your assistance in answering the three concerns voiced in this letter. With the kindest personal regards, I remain,

Very truly yours,

Clement D. Erkardt, Jr.

Clement D. Erhardt, Jr. Chairman, Noise Barrier Committee

CDE/cb

cc:

Senator Barbara A. Hoffman Governor Paris N. Glendening

Mr. Charles Adams Mr. Fred Eisen <sup>5</sup>MAY 06 '97" 12:53PM SHA ADMINISTRATOR 410 333 1586

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**UILLAGE GREEN ASSOCIATION. INC.** POST OFFICE BOX 2

RIDERWOOD, MARYLAND 21139

President 1970-1971 Clement D. Erhardt, Jr. 8218 Burnley Road Baltimore, Maryland 21204

CF TRANSPORTAFION

April 29, 1997

Mr. Fred Eisen, Project Manager Office of Environmental Design 707 N. Calvert Street Baltimore, Maryland 21202

Re: Sound Barrier-Joppa - Thornton Roads-S. Side I-695

Dear Fred:

Several questions have been raised by the Village Green Community Association concerning the sound barrier to be constructed along the south side of I-695 (Baltimore Beltway) between Thornton Road on the east and Joppa Road on the west. As you know our community is insistent that an effective and continuous barrier be erected.

The list of sound reading you submitted to our Association during the meeting of April 17, 1997 indicated reading with and without a sound barrier at numerous locations. Of forty sites thirty-eight showed a difference in reading with a sound barrier and without such a device. Mr. Ken Polcak, your sound expert said at the meeting that in all cases the construction of a barrier would cause a reduction in noise level at any location. The level of reduction would vary depending on conditions.

We note that the only two sites you tested that showed no sound level changes were at the locations you called #1-Presbyterian Church and site #26-Trinity Church. Your data sheet, "Stamina/Optima Results" shows no changes at those two locations. Please explain how such an abnormality can exist disproving Mr. Polcak's statement that a wall will always have an effect. It is interesting that your experts' reading at the Trinity Church site record readings of noise level at 71 dBa with or without a wall.

Could the answer to this anomaly be that your design engineers were told that they were not to consider a wall at either church area? If those were the facts, why even take sound reading in either area? We need a continuous wall from Thornton Road on the east to Joppa Road on the west. There must be a wall along the church property to protect our homes.

A letter over the signature of Charles R. Anderson, Chief of the Bureau of Landscape Architecture, dated August 6, 1980 certified the property at 1829 Landrake Road had a noise reading of 61 dBa before the parking lot of the Trinity Church was constructed and when the beltway was a four-lane highway rather than the ten lanes that exist today. A thick woods also protected 1829 Landrake Road from beltway sound. The trees were removed by the church when they built their parking lot. The lot is now completely paved and devoid of foliage save a few small saplings. The noise level is therefore now much higher.

The property at 1829 Landrake Road was not monitored for sound during this test period. We are concerned that too few locations were checked. Please answer these two questions so we can inform our community of your explanation.

I look forward to your reply to these questions and the date that you and your staff will be ready to present a revised plan to our residents for this very needed project. Again, thanking you for your assistance in this matter, I remain.

Sincerely,

Clement D. Erhardt, Jr.

Chairman

Noise Barrier Committee

CDE/cb

cc: Senator Barbara A. Hoffman Governor Paris N. Glendening Secretary David L. Winstead Mr. Charles B. Adams





PARRIS N. GLENDENING GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE 100 STATE CIRCLE ANNAPOLIS, MARYLAND 21401 (410) 974-3901

WASHINGTON OFFICE SHITE 311 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (410) 333-3098

January 15, 1997

Mr. Clement D. Erhardt, Jr. 8218 Burnley Road Baltimore MD 21204

Dear Mr. Erhardt:

cc:

Thank you for your letter about the proposed noise barrier along I-695 for the Village Green community. It is my pleasure to inform you that funding has been approved to construct a noise barrier from Joppa Road to Thornton Road. Construction is anticipated to begin in Spring 1998.

The State Highway Administration's (SHA) Office of Environmental Design will manage this project. Mr. Charles Adams, SHA's Director of Environmental Design, is aware of Trinity Assembly of God Church's position and concerns. The proposed barrier is not designed to protect the church, which means highway visibility will still be available at this location. The noise barrier is intended to protect only the homes adjacent to the beltway.

Again, thank you for your letter and I trust this information eases your concerns about the future noise barrier. When design of the barrier is completed and the project is close to advancement, a community meeting will be scheduled. In the meantime, if you have any questions, please feel free to call Mr. Adams at (410) 545-8640.

Sincerely,

Parris N. Glendening

Governor

Mr. Charles B. Adams, Office of Environmental Design, State Highway Administration

Fredhoron 2110 W. Japan

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cc:

### Maryland Department of Transportation State Highway Administration

18

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

July 11, 1997

Ms. Ileana Fleishman 8204 Stone Trail Drive Bethesda MD 20817

Dear Ms. Fleishman:

Thank you for your recent letter regarding highway traffic noise along I-495 in the Carderock Springs community in Montgomery County. I certainly appreciate your concern and want to give you an update on the progress of our work on this issue as it relates to Carderock Springs.

A number of communities have been identified in Montgomery County that are affected by traffic noise. We are looking at all communities in the I-270 spurs and I-495 "noise triangle" to evaluate those areas, in light of our new noise policy, that pre-date the original highways and those which do not pre-date the highways. These analyses will be completed by the end of Summer.

Again, thank you for your letter. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design at 410-545-8640.

Sincerely,

Parker F. Williams

Administrator

Mr. Charles B. Adams, Director of Environmental Design, SHA

My telephone number is \_\_\_\_\_

Ms. Ileana Fleishman July 11, 1997 Page Two

bcc: Mr. James D. Hade, Team Leader, Noise Abatement Team, SHA Mr. Kenneth D. Polcak, Noise Abatement Team, SHA

DhW Andrulis 98

Mr. Cosmo D. Fornaro Co-Chairman, Noise Barrier Committee 7009 Rainswood Court Bethesda MD 20817

Marilyn W. Andrulis, Ph.D. Co-Chairman, Noise Barrier Committee 7220 Armat Drive Bethesda MD 20817

Dear Mr. Fornaro and Dr. Andrulis:

Thank you for your recent letters to Governor Glendening and me on behalf of the Bradley Boulevard Citizens Association regarding eligibility and funding for sound barriers on I-495, East of the I-270 Spur. The Governor asked me to thank you and respond on his behalf.

Your continuing interest and efforts on behalf of the Bradley Boulevards Citizen's Association is greatly appreciated. We were happy to hear the Board of Directors has been informed that your community is eligible for sound barriers. A review of the current transportation budget proposal, however, indicates additional barrier projects cannot be considered for funding in Fiscal Year 1998. Future budget reviews will determine when funding might become available.

You may be assured when the project proceeds, those residences that qualify for a sound barrier will receive optimum protection. As we progress into the design phase, a detailed engineering study will determine the limits of the barrier. The State Highway Administration's Office of Environmental Design will be the lead agency in this effort and will keep you informed about engineering decisions at that time. While we understand your concern about the houses on Rainswood Court, the fact they post-date the highway makes them ineligible for consideration of noise abatement measures. The State Highway Administration must apply the criteria of its noise policy in an equitable manner throughout the State.

Mr. Cosmo D. Fornaro Marilyn W. Andrulis, Ph.D. Page Two

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640, or for your convenience 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

### December 8, 1997

Mr. Cosmo D. Fornaro Co-Chairman Noise Barrier Committee 7009 Rainswood Court Bethesda MD 20817

Ms. Marilyn W. Andrulis, Ph.D.
Co-Chairman, Noise Barrier Committee (That's how she signs - as Co-Chairman)
7220 Armat Drive
Bethesda MD 20817

Dear Mr. Fornaro and Doctor Andrulis:

Thank you for your recent letters to Governor Glendening and myself on behalf of the Bradley Boulevard Citizens Association regarding funding for sound barriers on I-495, East of the I-270 Spur. The Governor asked me to thank you and respond on his behalf.

I appreciate your continuing interest and was very glad to hear that the Board of Director's of the Bradley Boulevards Citizen's Association has been informed that your community is eligible for sound barriers. We are currently reviewing the transportation budget proposals, but no new additional barrier projects have been identified to be considered for funding before the year 2001.

The criteria of our noise policy guidelines are in place to specifically ensure that those communities that qualify for a sound barrier will receive maximum protection. The initial sound barrier analysis by the State Highway Administration (SHA) for the Longwood community was a preliminary report. Because none of the homes on Rainswood Court predate the Beltway construction they do not qualify for abatement under the State Noise Policy. While I understand your concern, the date criteria remains one of the basic planks of our noise policy that must be consistently and equitable applied across the state. As we progress into the design phase, a detailed engineering study will determine the endpoint of the barrier.

The Governor appreciates your offer to meet with him or one of his designees. An SHA representative will contact you with the results of our finalized research when it becomes available.

Mr. Cosmo D. Fornaro Ms. Marilyn W. Andrulis, Ph.D. Page Two

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead Secretary

Mr. Charles B. Adams, Director of Environmental Design, State Highway
 Administration
 Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Cosmo D. Fornaro Ms. Marilyn W. Andrulis, Ph.D. Page Three

bcc:

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. John Lewis, Jr., State Legislative Officer, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT -- December 5, 1997

**SERIAL:** #9785

(We changed the letter to acknowledge the Governor - The same letter was included to him)

December 5, 1997

Mr. Cosmo D. Fornaro Co-Chairman, Noise Barrier Committee 7009 Rainswood Court Bethesda MD 20817

Ms. Marilyn W. Andrulis, Ph.D. Co-Chairman, Noise Barrier Committee (That's how she signs - as Co-Chairman) 7220 Armat Drive

Bethesda MD 20817

Dear Mr. Fornaro and Doctor Andrulis:

Thank you for your recent letters to Governor Glendening, State Highway Administrator Mr. Parker F. Williams and myself on behalf of the Bradley Boulevard Citizens Association regarding funding for sound barriers on I-495, East of the I-270 Spur. The Governor asked me to thank you and respond on his behalf. I am also responding on behalf of Mr. Williams.

I appreciate your continuing interest and was very glad to hear that the Board of Director's of the Bradley Boulevards Citizen's Association was informed that your community was eligible for sound barriers. We are currently reviewing the transportation budget proposals, but no new barrier projects have been identified to be considered for funding before the year 2001.

The initial sound barrier analysis by the State Highway Administration (SHA) for the Longwood community was a preliminary report. Because none of the homes on Rainswood Court predate the Beltway construction they do not qualify for abatement under the State Noise Policy. We need to begin a detailed engineering study to determine the endpoint of the subject barrier. An SHA representative will contact you with the results of our finalized research when it becomes available.

Your concerns about the construction of new homes near a highway are quite valid. For quite some time Mr. Charles B. Adams, SHA's Director of Environmental Design, has been working at great length with County officials to help formulate and enact local noise controls for future development adjacent to state highways.

..-

Mr. Cosmo D. Fornaro Ms. Marilyn W. Andrulis, Ph.D. Page Two

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Adams, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead Secretary

Mr. Charles B. Adams, Director of Environmental Design, State Highway
 Administration
 Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Cosmo D. Fornaro Ms. Marilyn W. Andrulis, Ph.D. Page Three

### bcc:

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

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Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. John Lewis, Jr., State Legislative Officer, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT -- December 5, 1997

SERIAL: #9785 -- Replaces #97DEC3 -- The same letter was included in #9785

We changed the letter to acknowledge the Governor - The same letter was included to him)

### BRADLEY BOULEVARD CITIZENS ASSOCIATION 7101 Longwood Drive, Bethesda, MD 20817

November 28, 1997 Via Federal Express RECEIVED

DEC

1997

Governor Parris N. Glendening State House 100 State Circle Annapolis, Maryland 21401

SECRETARY DEPARTMENT

Subject:

Noise Barriers covering Bradley Boulevard to just west of Fernwood, on the inner

loop east of the 1270 Spur; 16th District, State of Maryland.

Dear Governor Glendening:

On behalf of the Bradley Boulevard Citizens Association, we are writing to express our sincere appreciation to you for your commitment to the quality of life for citizens of the State of Maryland, particularly as it relates to protection from highway noise. We thank you for your personal recognition of the plight of the young family on Armat Drive and others, who have been tortured throughout the 24-hour days by continous, excessive highway noise at the I-270 spur.

It is in this light that we are writing to request that you ask Secretary Winstead to include funding for the subject noise barriers in his Department's 1998 Capital Improvement Budget. As you know, the budget will be presented to the General Assembly for approval in early January 1998. We understand that the total cost for the subject noise barriers would be under \$1.5 million. Public releases from your office have made clear that the State is flush with unexpected funds and we have been informed that Montogmery County will provide the requisite 20% commitment, upon notification of the State's approval of funding the subject barrier.

There is concern that the State may create a gap in coverage just west of Greentree on the inner loop. We understand that as soon as funds are released to the Office of Environmental Design that Office will undertake a full barrier Design Requirements study to determine barrier length and coverage of Rainswood Court homes, located within 500 feet west of Greentree. Currently, the Rainswood Court residents are perplexed by the thought of the State permitting a "gap" in coverage, given the invasive characteristics of the highway noise which denies them backyard use and penetrates their homes continuously throughout each day.

We thank you for your interest in this matter. We would be happy to meet with you or your designees, should you have any question about the level of interest and focus of this community.

Sincerely.

Cosmo D. Fornaco

7009 Rainswood Court

Bethesda, MD 20817 Co-Chairman

Noise Barrier Committee

Marilyn W. Andrulis, Ph.D.

7220 Armat Drive

Bethesda, MD 20817

Co-Chairman

Noise Barrier Committee

.2- 1-97 3:16 PM;

4108594183;# 2/ 6

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## BRADLEY BOULEVARD CITIZENS ASSOCIATION 7101 Longwood Drive, Bethesda, MD 20817

ce. felie P

November 28, 1997

Please Prepare Response For Secretary RECEIVED

Signature

Via Federal Express

The Honorable David L. Winstead

Secretary

Maryland Department of Transportation

707 North Calvert Street

Baltimore, Maryland 21202

DEC : 1997

SECRETARY DEPARTMENT OF IRANSPORTATION

Subject:

Noise Barriers covering Bradley Boulevard to just west of Fernwood, on the inner

loop east of the I270 Spur; 16th District, State of Maryland.

Dear Secretary Winstead:

We want to thank you for instructing Senator Brian Frosh and Delegate Marilyn Goldwater to inform the Bradley Boulevard Citizen's Association's Board of Directors at a meeting held November 19, 1997 that the State has determined the subject communities are eligible for noise barriers.

On behalf of the Bradley Boulevard Citizens Association, we are writing to formally request that you include funding for the subject noise barriers in your Department's 1998 Capital Improvement Budget. It is clear that the State is flush with unexpected funds; in addition, we have been informed that Montgmery County will provide the requisite 20% commitment, upon notification of the State's approval of the subject barrier. As you know, the budget will be presented to the General Assembly for approval in early January 1998. We understand that the total cost for the subject noise barriers would be under \$1.5 million.

Lastly, following the budget approval, we are writing to ask that you cause the expeditious release of funds to Mr. Charles Adams, Director, SHA's Office of Environmental Design to permit that Office to undertake a full barrier Design Requirements study to determine the level of coverage for the Rainswood Court residents. In particular, we believe that the Design Requirements study may show that there needs to be a continuous barrier from Bradley Boulevard to Greentree in order to protect homes pre-dating the highway; or there may be other technical issues to justify such action. Currently, the residents at Rainswood Court are perplexed by the thought of the State permitting a "gap" in coverage, given the invasive characteristics of the highway noise which denies them backyard use and penetrates their homes continuously throughout each day. Under separate cover, Mr. Parker F. Williams, Administrator, State Highway Administrator is being supplied with a number of issues that we are requesting be considered by the Office of Environmental Design when it undertakes the requisite Design Requirements Study.

Winstead/BBCA November 28, 1997 page 2 of 2

We thank you for your interest in this matter. We would be happy to meet with you or your designees, should you have any question about the level of interest and focus of this community.

Sincerely,

Cosmo D. Fornaro

7009 Rainswood Court

Cosmo D. Forman

Bethesda MD 20817

Co-Chairman

Noise Barrier Committee

Bradley Boulevard Citizen's Association

Marilyn W. Andrulis, Ph.D.

7220 Armat Drive

Bethesda, MD 20817

Co-Chairman

Noise Barrier Committee

Bradley Boulevard Citizen's Association

cc:

The Honorable Parris N. Glenndening, Governor
Mr. Parker F. Williams, Administrator, State Highway Administration
Mr. Charles Adams, Director, Office of Environmental Design, SHA
Senator Brian E. Frosh, 16th District Delegation
Delegate Gilbert J. Genn, 16th District Delegation
Delegate Marilyn Goldwater, 16th District Delegation
Delegate Nancy K. Kopp, 16th District Delegation
Members, Noise Barrier Committee, BBCA
Ms. Eileen Pierce, President, BBCA

# BRADLEY BOULEVARD CITIZENS ASSOCIATION 7101 Longwood Drive, Bethesda, MD 20817

RECEIVED

November 28, 1997 Via Federal Express

DEC 1 1997

Mr. Parker F. Williams Administrator State Highway Administration 707 N. Calvert Street Baltimore, MD -21202 SECRETARY DEPARTMENT
OF TRANSPORTATION

Subject:

Noise Barriers covering Bradley Boulevard to just west of Fernwood, on the inner loop east of the 1270 Spur; 16th District, State of Maryland.

Dear Mr. Williams:

We are writing to provide specific suggestions for issues to be addressed in the Design Requirements Study for the subject barrier project, upon your receipt of funds.

At a board meeting of the Bradley Boulevard Citizens Association (BBCA) on November 19, 1997, Senator Brian E. Frosh and State Delegate Marilyn Goldwater, announced that Secretary of Transportation of the State of Maryland has determined that the inner loop of 1-495 from Bradley Bivd to just west of Fernwood Rd has been determined eligible for noise barriers. On behalf of Bradley Boulevard Citizens Association, we thank you providing the Secretary with the study results affirming the State's reponsibility to construct these noise barriers to restore the quality of life for residents living nearby the highway.

We want to point out, however, the dismay of residents on Rainswood Court whose homes are located within 500 feet west of Greentree Rd. Our 16th District Delegation noted that this area was excluded from coverage. The reason given was that the houses were built after the I-495 highway was constructed. Were the 500 feet west of Greentree not provided a noise barrier, the houses contiguous with the highway, namely Rainswood Court, would not only be exposed to high noise levels, but so would houses on streets adjacent to and adjoining with Rainswood Court, including houses deeper into to the area such as Brooks Dr. behind Rainswood Court, and portions of Longwood Dr. extended. Many of these homes were built prior to the highway. Delegate Marilyn Goldwater suggested that she, along with Mr. Charles Adams, your Director, Environmental Design Office should physically inspect the area in the presence of concerned residents. We believe this would be an important visit and formally request that you ask Mr. Adams to schedule such a visit, to assure the accuracy and completeness of the Design Requirements Study.

We understand that the total subject noise barrier would cost less than \$1.5 million, including coverage of the 500 feet west of Greentree at a cost of about \$200K. We further understand

Williams/BBCA page 2 of 3 November 28, 1997

14.

that Montgomery County is prepared to commit the 20% required as soon as the State notifies that the project is funded.

In light of these facts, and understanding that the State is obliged to protect homes which predate the highway, we formally request that you ask Mr. Adams to assure that the following issues are addressed in determining the end point of the barrier running from Bradley to Greentree:

- 1. Impact of Congestion. Ten to fourteen years ago, when many residences moved into this area the Beltway noise was mild to moderate, but tolerable. The noise level in this area has increased significantly in the last 10 years due to the susbstantial increase in traffic on the Beltway alone. In the absence of a viable regional transportation authority plan to relieve Washington area's traffic congestion (Re: Washington Post article November 11, 1997, "Area Traffic Agency Unlikely, Officials Say"), the noise level will surely increase even more as traffic and commerce grow.
- 2. Impact of Acceleration of Trucks; of Changes to Highway Construction Plans after Public Comment and before Construction of Homes at Rainswood Court. The level of noise has further increased due to the change in the configuration of the Beltway/I-270 Spur, i.e. increasing the number of lanes from eight to twelve and adding an off-ramp. A study needs to be made of the noise generated by 18 wheeler vehicles as they move eastward from the I-270 spur just after the curve right at the Brooke Drive location and beyond. These same 18 wheelers pick up speed, shifting gears while making a tremendous amount of noise, well exceeding the 66 dBA level mandated by Federal and State noise pollution policy. Also highway construction plans were altered after public comment and before the start of the construction of the homes on Rainswood Court. Specifically, we are noting that the noise impact to these homes has been increased by both the increased traffic on the expanded highway particularly the acceleration and deceleration of the trucks, and by the I-270-spur construction deviating from the plan which had been subjected to public comment.
- 3. Impact of Measured Noise Levels Well Exceeding 66dBA. A measurement was privately made in February of this year and noise levels have measured as high as 78 decibels. Levels are particularly high in winter when leaves are absent from trees. During milder and warmer days, the noise pollution makes it impossible to enjoy an open window or to sit comfortably in the yard of these area homes, especially during the rush hour traffic peak.
- 4. Impact of Gap in Noise Barrier Coverage. Leaving a distance of 500 ft void of a sound barrier will also cause a funneling effect in the area in question creating an even higher noise level for residences living there. Noise from the surrounding area will be deflected or funneled to move into the unprotected gap. This will not only cause a greater impact to residents in the unprotected area but also attenuate the value of the barriers to the older homes in the adjacent surroundings.
- 5. Ouestionable State Policy Regarding the Allowance of Construction of New Homes in a Gap in Noise Barrier Coverage. To protect the quality of life of new home owners, prior to

Williams/BBCA page 3 of 3 November 28, 1997

the State allowing the construction of new homes near a highway by any County, the State should require the construction of noise barriers. In particular, this provision should have been required prior to the construction of the Rainswood Court homes, where the backyards are bounded by the highway.

We thank you for your commitment to the quality of life you adhere to. If you have any questions we would be happy to meet with you or your designee.

Sincerely,

Cosmo D. Fornaro

7009 Rainswood Court

Cymo D. Forman

Bethesda, MD 20817

Co-Chairman

Noise Barrier Committee

Bradley Boulevard Citizen's Association

Marilyn W. Andrulis, Ph.D.

7220 Armat Drive

Bethesda, MD 20817

Co-Chairman

Noise Barrier Committee

Bradley Boulevard Citizen's Association

CC:

The Honorable Parris N. Glenndening, Governor
The Honorable David L. Winstead, Secretary of Transportation
Mr. Charles Adams, Director, Office of Environmental Design, SHA
Senator Brian E. Frosh, 16th District Delegation
Delegate Gilbert J. Genn, 16th District Delegation
Delegate Marilyn Goldwater, 16th District Delegation
Delegate Nancy K. Kopp, 16th District Delegation
Members, Noise Barrier Committee, BBCA
Ms. Eileen Pierce, President, BBCA





## Maryland Department of Transportation State Highway Administration



David L. Winstead Secretary

Parker F. Williams

July 3, 1997

Ms. Margaret Geare 10 Wakeham Ct. Lutherville MD 21093

Dear Ms. Geare:

It was a pleasure meeting you on June 24. We are sorry that we could not get there earlier.

Attached please find a copy of the results of the noise measurements taken at your home (receptor description 1). As you requested we took noise readings along Valleyfield Road. We took the readings adjacent to the Grace English Lutheran Church's parking lot. The location was only several hundred feet from the house that you suggested and at a distance from I-83 equal to the back yard of the residence. The noise reading will be the same as if the meter was placed in the back yard. This information is included in the results as receptor description 2.

Thank you for your hospitality. If you have any questions please call me or Mr. Ken Polcak at (410) 545-8598 or (410) 545-8601.

Sincerely:

Fred Eisen

**Project Manager** 

Noise Abatement Team

My telephone number is \_\_\_\_\_

### **COMMUNITY NOISE MEASUREMENT SUMMARY**

Test date:

6/24/97 -Start 6/24/97 -End

Route: I-83 Longford North Community

Location: 10 Wakeham Ct. & Adjacent to Grace English Lutheran Church

Parking Lot

Comments:

	Location		5 4 20 Minute				
Receptor		Sub-interval Leq					
Description		Interval	1	2	3	4	Leq
T 1	10 Wakeham	11:04 AM	58.0	55.8	55.6	56.4	57
1	10 Wakeham	11:24 AM	57.1	58.9	59.3	57.3	58
2	Grace English Luth. Church	11:51 AM	71.7	70.3	70.4	70.4	71



# Maryland Department of Transportation State Highway Administration

94

David L. Winstead Secretary

Parker F. Williams

September 2, 1997

Mrs. Irene Gervis 1810 Autumn Frost Lane Baltimore MD 21209

Dear Mrs. Gervis:

Thank you for your recent letter regarding noise issues along I-83. In particular you are concerned over the impact of highway noise on the residents of the Rockland Run area of Baltimore County.

Rockland Run is not eligible for a barrier because the homes were built after the construction of the highway. A copy of SHA's Sound Barrier Community Resource Guide, our noise policy and the Highway Traffic Noise brochure from the Federal Highway Administration are enclosed for your information.

I regret that we cannot provide you with a more positive response to your inquiry. The date criterion as defined in our noise policy only allows for consideration of barriers for communities where the majority of impacted homes existed prior to the highway.

Again, thank you for your letter. If you should have any other questions or on this matter, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at (410) 545-8599.

Sincerely,

Charles B. Adams Director
Office of Environmental Design

encl.

cc:

Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

My telephone number is \_\_\_\_\_

Mrs. Irene Gervis Page Two

bcc: Sharon Blankenship, State Highway Administration Noise Abatement Team, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT -- August 26, 1997

D:\CORRESP\1997\GERV0820.CBA 09/02/97 2:07 PM



# Maryland Department of Transportation State Highway Administration

from the desk of

CHARLIE ADAMS



96



Please research and draft a reply
for my signature by 9/4.

Thats

a sound wall on I83 South

Interstate 695 and on I83 695 at exit 22 Greenspring te noise level is very high.

ery high traffic area during noise from the I83 traffic.

ssible. I believe that our you have any questions 0) 602-0060.

Irene Gervis
Homeowner at Greengate Townhouses

Mrs. Irene Gervis 1810 Autumn Frost Lane Baltimore, Maryland 21209 (410) 602-0060 (work) (410) 486-6419 (home)

August 20, 1997



Mr. Charlie Adams State Highway Administration 707 North Calvert Street Baltimore, Maryland 21202

RE: Sound Wall on 183 South near Ruxton Road Exit

Dear Mr. Adams:

I am writing this letter to request an investigation into raising a sound wall on I83 South near Ruxton Road exit.

As you may know, the sound wall is being build all around Interstate 695 and on I83 North near Lutherville. Our small community is very near Interstate 695 at exit 22 Greenspring Avenue. Our houses are backing into I83 near Ruxton Road exit. The noise level is very high. It is impossible to walk in our backyards.

As you may know, the traffic on I83 South never stops. It is very high traffic area during all hours, day and night. We cannot open the windows because of the noise from the I83 traffic.

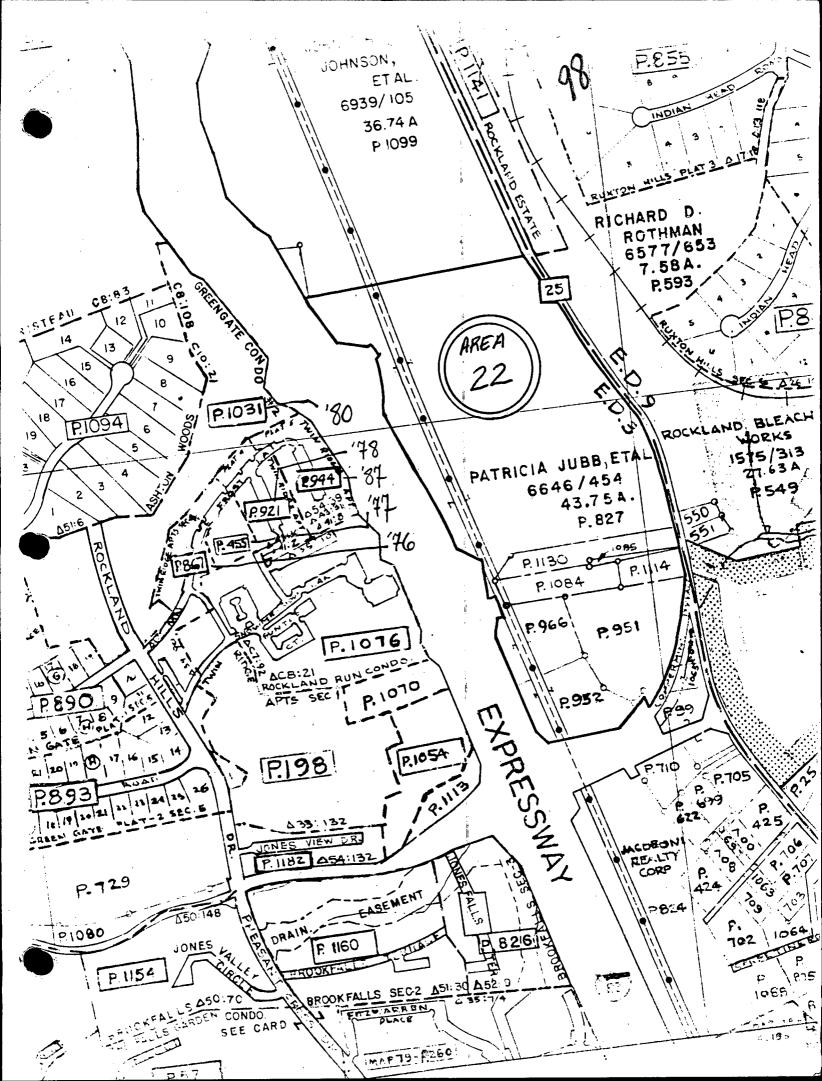
I would appreciate you investigating this matter as soon as possible. I believe that our area will be eligible for the sound wall. Please respond soon. If you have any questions pertaining to this matter, please do not hesitate to call me at work at (410) 602-0060.

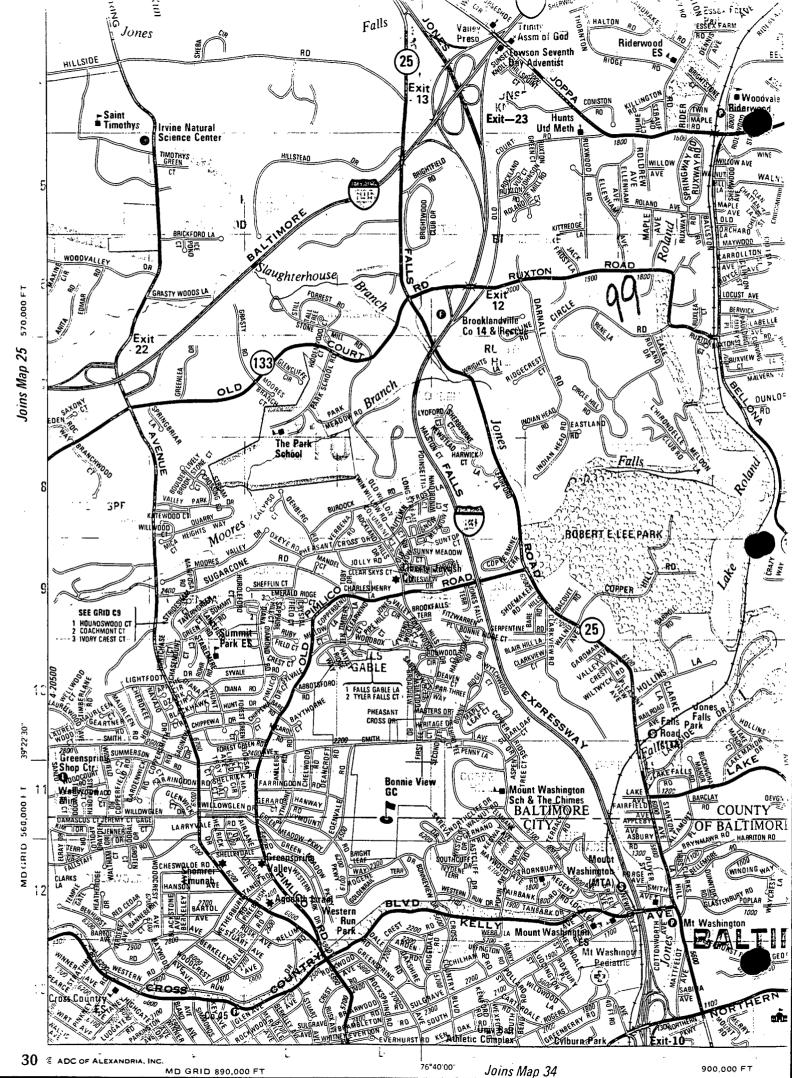
Thank you for your prompt attention to this request.

Very truly yours.

Irene Gervis

Homeowner at Greengate Townhouses





Joins Map 34

900,000 FT

MARYLAND DEPARTMENT OF ASSESSMENTS AND TAXATION

08/26/1997

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REAL PROPERTY SYSTEM PAGE 1 OF BALTIMORE COUNTY ENTER SELECTION/SEQUENCE - PREMISE ADDRESS OWN LINE OCC MAP PARCEL STREET LOCATION ACCOUNT NO. NO NAME N 69 867 AUTUMN FROST LA GREENGATE TOWNHOU 03 1700006004 2) GREENGATE TOWNHOU 03 1700006004 AUTUMN FROST LA
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7) PINDRIK MICHAEL 03 2000006725 1802 AUTUMN FROST L H
8) EYAL JACOB 03 2000006728 1803 AUTUMN FROST L N
9) IBADOV NICKOLAY 03 2000006724 1804 AUTUMN FROST L H
10) SHIFF CLIVE J SH 03 2000006729 1805 AUTUMN FROST L H
11) OLSHANSKY ALEXAND 03 2000006723 1806 AUTUMN FROST L H
12) NUDLER SYLVIA 03 2000006730 1807 AUTUMN FROST L H
13) BRISK YAKOV 03 2000006731 1808 AUTUMN FROST L H
14) FASTMAN HAROLD 03 2000006731 1809 AUTUMN FROST L H
15) GERVIS MICHAEL 03 2000006721 1810 AUTUMN FROST L H 69 944 57 944 944 69 69 944 69 944 944 87 69 69 944 69 944 69. 944

PRESS: <ENTER> <F1> PAGE FORWARD <F2> PAGE BACK <F3> SELECT NEXT PROPERTY

15) GERVIS MICHAEL 03 2000006721 1810 AUTUMN FROST L H



### Maryland Department of Transportation State Highway Administration

10/

David L. Winstead Secretary Hal Kassoff Administrator

August 22, 1995

Ms. Ferne Gruntman 1802 Snow Meadow Lane Baltimore, Maryland 21209

Dear Ms. Gruntman:

Thank you for your telephone to our office regarding the noise situation at your home located adjacent to I-83, just north of Pimlico Road.

To determine where noise barriers are constructed we follow a set of criteria, one of which is that the homes must pre-date the existing highway. Our records indicate that the Rockland Run Condominiums were constructed after completion of I-83. Therefore, we cannot consider the development to be a candidate for noise abatement consideration.

I regret that I am unable to offer a more positive response to your response to your request. However, if you have any questions this matter, please feel free to contact me at (410) 333-8063.

1 1 0 74 /

Director

Office of Environmental Design

cc: Jim Hade Ken Polcak Shawn Newson

My telephone number is



## Maryland Department of Transportation State Highway Administration

David L. Winstead

Parker F. Williams Administrator

DATE: November 24th 94
OFFICE OF ENVIRONMENTAL  Noise Abstement Design and Analysis Section
TO: 1 - 301-589-6527 Re. # 7544 (NAME/OFFICE/TELEPHONE)
FROM: Viol OED - 410-545-8600 (NAME/OFFICE/TELEPHONE)
(Including Cover Sheet)  I encluded the capy of Dellarson's lefter Jower Howing frager
Please forward this transmittal to the appropriate person as soon as possible. If you have any problems with this transaction, please call our office at (410) 545-8641. The telephone number for the FAX machine at State Highway Administration's Office of Environmental Design is (410) 209-5003.
Thank you for your cooperation.  ADDITIONAL INFORMATION/COMMENTS: Affersoon M. G. log -
Ser our conversation of a few Minutes ago where are copies of the letters that were ser out Oxfober 29th explaining the organg time table for our comprehensive review
of the '910 Moise Policie. We went to enzere, that all concerned streen's are informed and are part of the process. We hear your voices and your concerns. I have been working
with De Horson's Office to facilitate the flow of information. I will pass on your message hat "SHA needs to core the problem ~ Work at ways of solving the problem" to Charlie this after
15 always the case - Never Mesitate to call, f you have any gustons. It I can I'll do my best to
Maryland Relay Service for Impaired Hearing or Speech Poly you in fouch with someone 1-800-735-2258 Statewide Toll Free
Maryland Helay Service for Impaired Hearing or Speech poly you my to the length.  1-800-735-2258 Statewide Toll Free  Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 for faking the length.

## 2 NOISE ABATEMENT TEAM 2

Memo of Telephone Conversation or Verbai Discussion & Direction

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1	)	١

	TELEPHONE CALL:
Roe	TO: Mr. John J. Gilan Date: 1/04 24th 97
66	FROM: Project:
	Office/Agency/RC:
Bult	Message: Dig Yoblen Failure to community Toole valler - 10 lane Hury - Policies
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A.t	(Sound wall by Park? - Forest Clen??)
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Telephone (301) 589-6527

# JOHN J. GILLON, JR." SHELLEY HERMAN GILLON " Attorneys at Law

2921 Stanton Avenue Forest Glen Park Sliver Spring, Maryland 20910-1218 E-Mail jigilon@cpcug.org, EzzySHG@aol.com 104

Data/FAX (301) 588-6528

Louislana District of Columbia Louisiana

November 2, 1997

Honorable Partis N. Glandening Governor State of Maryland State House Annapolis, Maryland 21401

RE: Beltway Noise: Forest Glen Perk, Maryland

Governor Glendening:

As you will recall, in July my wife Shelley and I asked on behalf of our Forest Glen Park neighbors and ourselves your assistance in highway-noise abatement in Montgomery County: We live on a hilliop in Forest Glen Park between Georgia Avenue and Rock Crock in homes built almost 20 years before the Washington Beltway, but sound barriers never were installed to protect our neighborhood from the unrelenting noise generated by the Beltway.

In July the State Highway Administration of the Maryland Department of Transportation (SHAMDT) promised one group of elected officials action by the end of September and promised enother group action by the end of October—a tactic not unlike that of SHAMDT when the Beltway was built and again in the 1980's.

Well, again we have passed both of those SHAMDT deadlines without sector by the agency.

But more to the point, the agency still seems incapable of understanding that it does not get to decide whether or not it will take action on a problem that it created.

As a neighborhood we are not asking consideration for sound barriers—we are reminding the elected and appointed officials that their agency created a problem and now must correct it.

The residents of Forest Glen Park have been incredibly patient with officials these many years-and our patients are waning.

Please assist us in resolving this matter without further excuses or delays by installing sound walls of sufficient height and structure in our neighborhood on the Inner Loop of the Beltway between Georgia Avenue and Rock Creek.

Very truly yours,

JOHN J. GILLON, JR.

RECEIVED

HOY: S . 165

COMMINTO OFFICE

0 32. grá

### OFFICE OF THE GOVERNOR MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

LID: 45680

ReceiveDate: 11/13/1997 Assign Date: 11/2/1997 Deadline Date : 11/27/1997

Nama:

John J. Gillon, Jr.

Attorney

2921 Stanton Avenue Forest Glen Park Silver Spring, MD 20910

Description: Requests sound barriers for the Forest Glen area on the Washington Beltway. SOUND BARRIER REQUE Subject:

MDOT Unit: DSI Agency:

### INFORMATION RE-DIRECT

If the response to this correspondence should be handled by another agency, please complete the following information and forward the completed form and the correspondence to the proper agency. Also, copy the completed form and send the copy to the unit indicated above.

Re-Directed to :	:
Date :	ì
	 . ,

August 28, 1997

Dear Mr. Gillon:

Attorney at Law 2921 Stanton Avenue

John J. Gillon, Jr., Esquire

Silver Spring MD 20910-1218

SECRETARY DEPARTMENT OF TRANSPORTATION

Thank you for your recent letter regarding sound barriers along I-495 in the Forest Glen Park area of Montgomery County. I understand your concern over the impact of highway traffic noise on your community.

Forest Glen Park was considered for a barrier in 1987, when the State Highway Administration (SHA) was preparing to widen I-495. Unfortunately, SHA found that the drastic difference in elevations between your community and the Beltway would have rendered a barrier ineffective.

Since becoming Governor, I recognized the need to do more for those impacted by highway noise and directed the Maryland Department of Transportation to conduct a comprehensive review of sound barrier issues. This Spring, SHA remonitored several sites in Forest Glen Park to verify the level of traffic noise impact. Although topography still presents a sizable obstacle, SHA will revisit the design issues to determine whether any options are available that would help alleviate the noise impact on your community.

The review of your community will be concluded this Fall. Mr. Charles B. Adams, SHA's Director of Environmental Design, will keep you involved and informed as this review progresses. He will also contact you with the results when this work has been completed.

Thank you for your letter and for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Adams at (410) 545-8640.

Sincerely,

Parris N. Glendening

in N. Glenole

Governor

Mr. Charles B. Adams, Director of Environmental Design, State Highway cc: Administration

Mr. David L. Winstead, Secretary, Maryland Department of Transportation

Telephone (301) 588-6527 SHELLEY HERMAN GILLON, JR.

Attorneys at Law

2521 Stanton Avenue Forest Glen Perk Silver Spring, Maryland 20910-1216 E-Mail jigillon@opcug.org, EzzySHG@eo

Please dreft a

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July 25, 1997

Arnapolis, Maryland 21401

SECRETARY
DEPARTMENT OF TRANSPORTATION

Honorable David L. Winstead
Sucrelary
Maryland Department of Transportation
P.O. Box 8755
BWI Airport, Maryland 21240-0755

RI: Beltway Noise: Forest Clen Park, Maryland

Governor Glendening and Scoretary Winstend:

My wife Shelley and I have received Secretary Winstead's letter of July 22 and approximate the courtesy of his response.

However, the Maryland Highway Administration's Noise Abatement and Environmental Design offices are legard for their promise-and-sandy approach to problems created by the Highway Administration's historical slash-and-pave tactus.

Most recently, while those Highway Administration offices were telling the Secretary that the studies would be completed by October, they were telling Senator Christopher Van Hollen, Jr. (District 18), that they would be completed by August.

And the historical whopper, of course, is that the residents of Forest Glen Park were promised installation of sound walls when the Releway was cut into this neighborhood in the 1960's. SHA's version of "the check's in the mail"?

Candidly, none of SHA's statements can be accorded any credibility—and that problem can only be corrected by senior elected and appointed officials.

Moreover, while truckers' use of "lake Brakes" is against the law in Maryland, the Department of Public Sulety does nothing to enforce the prohibition.

The residents of Forest Glen Park can no longer shide this kind of treatment and are being forced to use whatever means necessary to control the invesion of the Beliusy into our neighborhood.

Therefore, we ask your continuing attention to this matter and convey our appreciation for your efforts now and in the fittire.

Very truly yours,

JOHN I GILLON, JR.

INSTRUCTIONS: Please investigate the attached and take whetever action is necessary to respond to our constituent concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below.

Also, if there are any questions as to how to respond, please call the unit listed below.

:::ReceiveDate:: 7/30/97

- Assign Date: 7/25/97 Deadline Date .: 8/13/97

Name: "John J. Gillon; Jr. "

Attorney ... \_ ... \_

2021 Stanton Avenue Ferest Glen Park

Sliver Spring, MD 20910

Subject:

Description: Encloses follow up comments on the need for a sound barrier

for Forest Gien Park in Montgomery County.

Agency:

180

Unit:

### INFORMATION RE-DIRECT

If the response to this correspondence should be handled by another agency, please complete the following information and forward the completed form and the correspondence to the proper agency. Also, copy the completed form and send the copy to the unit indicated above.

- Date Re-Directed to:

Neise Thomas

August 28, 1997

PARRIS N. GLENDENING GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE 1CO STATE CIRCLE ANNAPOLIS. MARYLAND 21401 (410) 974-3901

WASHINGTON OFFICE SUITE 311 444 NORTH CAPITCL STREET, N. W WASHINGTON, D C. 2000 (202) 638-2215

TDD (410) 333-3098

John J. Gillon, Jr., Esquire Attorney at Law 2921 Stanton Avenue Silver Spring MD 20910-1218

Dear Mr. Gillon:

cc:

Thank you for your recent letter regarding sound barriers along I-495 in the Forest Glen Park area of Montgomery County. I understand your concern over the impact of highway traffic noise on your community.

Forest Glen Park was considered for a barrier in 1987, when the State Highway Administration (SHA) was preparing to widen I-495. Unfortunately, SHA found that the drastic difference in elevations between your community and the Beltway would have rendered a barrier ineffective.

Since becoming Governor, I recognized the need to do more for those impacted by highway noise and directed the Maryland Department of Transportation to conduct a comprehensive review of sound barrier issues. This Spring, SHA remonitored several sites in Forest Glen Park to verify the level of traffic noise impact. Although topography still presents a sizable obstacle, SHA will revisit the design issues to determine whether any options are available that would help alleviate the noise impact on your community.

The review of your community will be concluded this Fall. Mr. Charles B. Adams, SHA's Director of Environmental Design, will keep you involved and informed as this review progresses. He will also contact you with the results when this work has been completed.

Thank you for your letter and for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Adams at (410) 545-8640.

Sincerely,

Parris N. Glendening

avis N. Slende

Governor

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. David L. Winstead, Secretary, Maryland Department of Transportation

### Maryland Department of Transportation

The Secretary's Office



Parris N. Glendening
Governor

David L. Winstead
Secretary

John D. Porcari
Deputy Secretary

July 22, 1997

Mr. John J. Gillon, Jr. 2921 Stanton Avenue Silver Spring MD 20910-1218

Dear Mr. Gillon:

Thank you for your recent letters to Governor Glendening and to representatives of the State Highway Administration (SHA), regarding noise barriers along I-495 in the Forest Glen Park area. The Governor asked me to respond on his behalf.

With the active participation of communities and citizens, we have continued to take steps to improve the quality of life for our fellow citizens. The SHA is presently evaluating a number of communities that experience traffic noise similar to Forest Glen Park. Once these analyses are finished, a priority list will be established for those communities where noise barriers are determined to be warranted. We anticipate this review will be completed before October and will share the findings with you when this work is concluded.

Again, thank for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

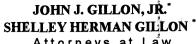
Mr. Parker F. Williams, Administration, State Highway Administration

865-1000

|||

bcc: Mr. James Hade, Team Leader for Noise Abatement, SHA Mr. Parker F. Williams, Administrator, SHA

Prepared by James Hade, Environmental Design, 410-545-8640



Attorneys at Law

2921 Stanton Avenue Silver Spring, Maryland 20910-1218 E-Mail jjgillon@cpcug.org, EzzySHG@aol.com Data/FAX (301) 589-6528

Louisiana and the **District of Columbia** . Louisiana

June 22, 1997

ames Hade Noise Abatement Team Director

Telephone

(301) 589-6527

Charles Adams Director Environmental Design Division Maryland Highway Administration P.O. Box 717 (MS C303) Baltimore, Maryland 21203-0117.

RE: Beltway Noise: Forest Glen Park, Maryland

Messrs. Hade and Adams:

My wife Shelley and I live in Forest Glen Park, between Georgia and Connecticut Avenues, in a home built almost 20 years before the Washington Beltway.

Nonetheless, thirty years after the construction of the Beltway, your offices have failed to construct sound walls promised almost twenty years ago.

As a result, from our bed room, sitting room, guest room, dining room, kitchen, both baths and my study, we are compelled to look down into and hear--twenty-four hours a day, seven days a week, year after year after year--the noisy abomination your offices allow to continue poisoning our neighborhood.

Because the Beltway is poorly designed and constructed huge tractor-trailer rigs must downshift with explosive backfiring to negotiate the road right at our neighborhood, and trucks and cars screech to a halt in an often-times vain effort to prevent highspeed collisions.

Because of the noise, we cannot welcome visitors into our yard to enjoy the summer evenings, weekends and holidays.

Because of the noise, we cannot hold a conversation on the street with our neighbors.

Because of the noise, our neighborhood is being destroyed.

Your offices have installed sound walls of sufficient height and structure to protect neighborhoods either side of ours. But you have left ours unprotected.

We will accept no more excuses or delays. It is time to install the sound walls in our neighborhood on the Inner Loop of the Beltway between Georgia and Connecticut Avenues.

Very truly yours,

JOHN J. GILLON, JR.



RECEIVEL

JUL 3 DDF

LANDSCAPE ARCHITECTURE DIVISION



### Maryland Department of Transportation State Highway Administration

114

David L. Winstead Secretary

Parker F. Williams

August 11, 1997

Ms. Marsha Gladden 5609 Broadwater Lane Clarksville, MD 21029

Dear Ms. Gladden:

Thank you for your concerns about highway noise from MD 32. We apologize for not getting the results of the noise measurements taken on June 10, to you earlier. Attached please find the results of the 24 hour noise measurement.

The attached chart shows that the noise levels fall just below the impact threshold of 66 decibels (dBA). To qualify under the type II program the noise must equal or exceed the impact threshold and the majority of the impacted homes must predate the original highway.

Currently alternate highway alignments are being studied for improvements to MD 32 between MD 108 and I-70. As part of the evaluation process all of the communities within the limits of the study will be evaluated for future noise impacts resulting from the proposed highway improvements. You will be notified of public hearings relating to this work.

Thank you for you interest in our noise abatement program. If you have any questions please contact me at (410) 545-8598.

Sincerely;

Fred Eisen

Project Manager

Noise Abatement Team

cc:

Mr. Charlie Adams

Mr. Robert Sanders

Mr. Jim Hade

enclosure:

Community Resource Guide

My telephone number is \_\_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



# Maryland Department of Transportation State Highway Administration

David L. Winstead Secretary

Parker F. Williams Administrator



October 22, 1997

Ms. Tina Green 6011 Darrell Street Camp Springs MD 20746

Dear Ms. Green:

Thank you for your E-Mail this morning regarding your previous request for information relating to sound barrier concerns for the Auth Village community in Prince George's County. This letter is in follow up to my E-Mail correspondence of this morning.

Please find enclosed the copy of the State Highway Administration (SHA) Sound Barrier Community Resource Guide and our noise policy which should have accompanied our reply dated October 2nd. I have also included a very informative brochure from the Federal Highway Administration which you should find most helpful.

Again, thank you for your interest. If I can be of any further assistance, or should you have any other questions on this matter, please don't he sitate to call me at (410) 545-8599.

Sincerely

Philip 4 roll

Noise Abatement Team

Enclosure

Ms. Tina Green Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration



### Maryland Department of Transportation State Highway Administration

Parker F. Williams Administrator

David L. Winstead

Secretary

October 2, 1997

Ms. Tina Green 6011 Darrell Street Camp Springs MD 20746

Dear Ms. Green:

Thank you for your letter regarding noise abatement along I-495. I share your concern over the impact of highway noise on the residents of the Auth Village community in Prince George's County.

Your community was not previously eligible for a barrier because one could not have been built for a reasonable cost as defined in our prior noise policy. That policy has been revised and we are evaluating a number of communities to determine whether they are now eligible for sound barriers. Yours is one of those communities. We anticipate this work completed this Fall, and an SHA representative will contact you once the results are available.

Again, thank you for your interest. I've enclosed a copy of SHA's Sound Barrier Community Resource Guide and our noise policy for your information. If you should have any other questions on this matter, please don't hesitate to give me a call at (410) 545-8599.

> Sincerely, Lames D. Alake

James D. Hade, RLA

Team Leader

Noise Abatement Team

Enclosure

/ly telephone number is	<u> </u>
-------------------------	----------



bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Landscape Architecture Division, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT -- September 30, 1997 -- Serial #NAT????



# Maryland Department of Transportation State Highway Administration

David L. Winstead Secretary

Parker F. Williams
Administrator

October 2, 1997

19

Ms. Tina Green 6011 Darrell Street Camp Springs MD 20746

Dear Ms. Green:

Thank you for your letter regarding noise abatement along I-495. I share your concern over the impact of highway noise on the residents of the Auth Village community in Prince George's County.

Your community was not previously eligible for a barrier because one could not have been built for a reasonable cost as defined in our prior noise policy. That policy has been revised and we are evaluating a number of communities to determine whether they are now eligible for sound barriers. Yours is one of those communities. We anticipate this work completed this Fall, and an SHA representative will contact you once the results are available.

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Sincerely,

James D. Hake

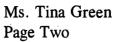
James D. Hade, RLA

Team Leader

Noise Abatement Team

Enclosure

My telephone number is .	
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bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

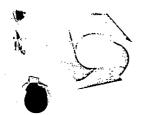
Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Mr. Philip Troll, Noise Abatement Team, Landscape Architecture Division, State

Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT -- September 30, 1997 -- Serial #NAT????



### Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor

David L. Winstead
Secretary

John D. Porcari
Deputy Secretary

13/

July 18, 1997

Mr. Peter Greenberg Ms. Milissa Greenberg 7510 Hamilton Spring Road Bethesda MD 20817

Dear Mr. and Ms. Greenberg:

Thank you for your recent letter regarding highway traffic noise along I-495 in the Carderock Springs community in Montgomery County. I certainly appreciate your concern and want to give you an update on the progress of our work on this issue as it relates to Carderock Springs.

A number of communities have been identified in Montgomery County that are affected by traffic noise. We are looking at all communities in the I-270 spurs and the I-495 "noise triangle" to evaluate those areas, in light of our new noise policy, that pre-date the original highways and those which do not pre-date the highways. These analyses will be completed before October.

Again, thank you for your letter. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

David Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway

Administration

865-1000

My telephone number is (410)-\_\_\_

Mr. Peter Greenberg Ms. Milissa Greenberg Page Two

132

bcc: Mr. James-D. Hade, Team Leader, Noise Abatement Team, SHA Mr. Kenneth D. Polcak, Noise Abatement Team, SHA Mr. Parker F. Williams, Administrator, SHA

### NOISE INQUIRY CHECKLIST

	DATE 7/2/197	ě	FILE? Y/N	
	CUSTOMER ID. #	RECEIVED	BY Jim Hade	
	NAME Ms. Sandy Groves			19-12
	ADDRESS 701 kan Ave.	Dorchaster	Rd.	
	Catonsulle, MD 2123	28		
. '	•	include zip	code)	
	DAY TELEPHONE (410) 744 - 1928		_ (WORK / HOME)	I
	OTHER TELEPHONE			
	*** INQUIRY INFOR	RMATION SUMM	ARY ***	
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	COMMUNITY / AREA NAME			
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## Maryland Department of Transportation State Highway Administration

Phil

Parris N. Glendening Governor David L. Winstead Secretary

134

Parker F. Williams
Administrator

October 29, 1997

Mr. Daniel Guetzkow The Compassion Center 4700 Erie Street College Park MD 20740

Dear Mr. Guetzkow:

Thank you for your recent letter about a sound barrier for your facility adjacent to US 1 in College Park. I apologize for not getting back to you earlier. It has taken us longer than expected to complete our statewide review of areas potentially eligible for sound barriers.

I am sorry but we cannot consider a sound barrier for this area. While, the residence does predate US 1, a basic consideration for our Type II or retrofit sound barrier program, this part of our program only pertains to limited access highways, ike the Capital Beltway and I-95. I am enclosing a copy of our Sound Barrier Community Resource Guide for your information.

Again, I regret that we cannot accommodate your request. If you have any questions or would like to discuss this, please give me a call at (410) 545-8640.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

**Enclosures** 

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free bcc: Mr. James Hade

Mr. Charlie Watkins

Ms. Lanice Hall 617 Tripp Creek Court Annapolis MD 21401

1 see also "IMACavinc.com"

Dear Ms. Hall:

Thank you for your recent Internet message to Governor Glendening regarding a sound barrier for the Aris T. Allen Boulevard (MD665) in Annapolis. The Governor asked me to respond on his behalf.

The date criterion as defined in our noise abatement policy only allows for consideration of mitigation for communities where the homes were constructed prior to the highway. The Tripp Creek Court community does not meet this basic criteria and is therefore ineligible for a sound barrier. While I certainly understand your concerns, the date criteria is a basic requirement of our noise policy.

I regret that we cannot provide you with a more positive response to your inquiry. A copy of SHA's Sound Barrier Community Resource Guide, our noise policy and the Highway Traffic Noise brochure from the Federal Highway Administration are enclosed for your information. I hope that these offer some guidance to your next steps in this matter.

Again, thank you for your inquiry. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding noise abatement matters, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached via the Internet at cadams@sha.state.gov.md.us, or by telephone at 410-545-8640 or, toll free, at 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

Enclosure

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway

Administration

Mr. Parker F. Williams, Administrator, State: Highway Administration



bcc:

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

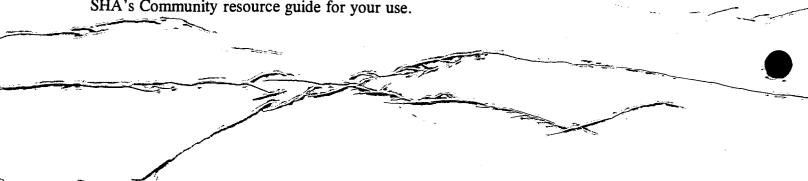
Drafted by: Mr.Philip Troll, OED/LAD/NAT -- December 30, 1997

Serial #7717

E:\CORRESP\1997\DRAFTS\HALL1215.DLW 00/00/00 0:00 AM

There are two instances when sound barriers are considered in Maryland. The first is when expansion of an existing highway is planned and the second is for those areas that were built before the construction of the original highway, at a time before noise was a recognized adverse impact. Communities built after the highway are not eligible for sound barriers. The emphasis of our sound barrier policy is that local government is responsible for addressing highway noise when reviewing proposals for a new noise sensitive development.

The State Highway Administration (SHA) Office of Environmental Design is responsible for overseeing the State's involvement with sound barriers. If you would provide them with more specific information detailing exactly where your community is, I am quite sure they would be most helpful in answering your questions. If you could provide them with a mailing address, they will forward to you a copy of Maryland's Noise Policy and a copy of SHA's Community resource guide for your use.



41086 3/33;# 3/3

### PARRIS Glendening, 05:24 PM 12/17/97, Noise Barrier 665 Aris T. Alle

In the mean time, what are my options? What is the law? Who is responsible?

128

Thank you for your help in this matter.

# RECEIVED

BEC 18 1997

October 22, 1997

SECRETARY

DEPARTMENT OF TRANSFORMATION

lmb@arinc.com

Dear Sir or Madam:

Thank you for your recent internet message to Governor Glendening regarding sound barriers for Aris T. Allen Boulevard (MD 665) in Annapolis. The Governor asked me to respond on his behalf.

In Maryland, sound barriers are considered for two types of communities. The first is an existing community which will suffer an adverse noise impact as a result of the expansion of an existing, State-owned highway. The second is for communities that were built before the original highway was, at a time before noise was recognized as beving an adverse impact on residents. Communities built after the highway are not eligible for State-funded sound barriers unless the highway is expanded.

The State Highway Administration (SHA) oversees the State's involvement with highway sound barriers. Their noise policy emphasizes that, when a local government reviews proposals for new developments which may be sensitive to highway noise, the local government is responsible for addressing the noise issue.

Again, thank you for your internet message. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached with the internet at cadama@sha.state.gov.md.us. or by telephone at 410-545-8640. He would also be pleased to send you a copy of the noise policy and other material, if you would let him know your mailing address.

Sincerely,

David L. Winstead Secretary

oc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration Mr. Parker F. Williams, Administrator, State Highway Administration

My question to you sir is, "What is your response to this matter and what is my next step."

Your attention to this matter is greatly appreciated.

Lanice Hall
617 Tripp Creek Court
Amnagolis, MD 21401
(610) 295-7246
(410) 266-4256 Work

11:56AM SHA ADMINISTRATOR 410 333 1586

#### PARRIS Glendening, 05:24 PM 12/17/97, Noise Barrier 665 Aris T. Alle

X-Mailer: Novell GroupWise 4.1

Date: Wed. 17 Dec 1997 17:24:52 -0500

From: PARRIS Glendening <GOVERNORGGOV.state.md.us>

To: winstead@clark.net

Subject: Noise Barrier 665 Aris T. Allen Blvd. -Forwarded

#### Dana:

Here's one requesting follow up.

JimReceived: from campus1.mdarchives.state.md.us ([172.16.1.1])

by mail-gov.state.md.us (Groupwise SMTP/MIME daemon 4.1 v3)

"Mon. 15 Dec 97 15:20:33 EST Redelved: by campusl.mduxchives.state.md.us; id PAA10481: Mon, 15 Dec 1997 15:25:53 -0500 Received: from interlock.arinc.com(144.243.4.2) by campusl.mdarchives.state.md.us sua smap

id xma010459; Mon, 15 Dec 97 15:25:36 -0500

Received: by firewall\_arinc.com via suspension\_id <32273>; Mon, 15 Dec 1997 15:18:08 -0500 Received: from commail-arine.com ([144.243.35.242]) by firewall.arine.com with SMTP id

<32284>; Mon, 15 Dec 1997 15:17:58 -0500

Received: from ccMail by ccmail.arinc.com
(IMA Internet Exchange 2.12 Enterprise) id DONEFADC: Mon. 15 Dec 1997 15:17:26 -0500

Message-ID: <000EF6DC.3227@ccmail.arinc.com>

Illegal-Object: Syntax error in To: address found on firewall.arinc.com:

md.usmayor@ci.annapolis

-wissing end of address

Date: Mon, 15 Dec 1997 15:15:16 -0500

From: <1mh8arinc.com>

To: deanjohn@annap.infi.net,jprehn@annapolis.gov,

planzone@annapolis.gov, roskelly@annapolis\_gov,

governor@gov.state.md.us, cadams@sha.state.gov.md.us Subject: Noise Barrier 665 Aris T. Allen Rlvd.

Mime-Version: 1.0

Content-Type: text/plain

Content-Disposition: inline

Please Prepare Response for Secretary

Signature

Mayor Johnson:

First of all, congratulations on your win as mayor and I wish you a happy journey.

I am a resident of the Oxford Landing community located off of Forest Drive and runs parallel to Highway 665-Aris T. Allen Blvd. My concern is that we need a noise barrier placed on that highway for several reasons: !

1. Kid Safety

2. Noise

3. Protection from criminal behavior

I have brought this issue before the developer of the area, the past mayor, past alderman Ward 5, City of Annapolis, the State Highway Administration and last but not least, the Governor. Please read the esmail I sent and his response.

Maybe you can help me. I live in Annapolis. My home is next to a highway (665 - Aris T. Allen Blvd). Trees separate my house from the highway. I inquired about a noise barrier to the following people:

Developer: He says there was a problem between them in the City - No Mayor's office: They said it was a state highway - Not responsible Dept. of Transp.: They said that since the development came after the highway was already there, it is a city problem City of Annapolis: They said it was a State problem Alderman Ward 5 - No response

I understand that the county is in the process of fighting developers that build so close to a major highway.

RECEIVED

To: <lmh@arinc.com>

From: David Winstead <winstead@clark.net>

Subject: Noise Barriers

Cc:

Bcc: <governor@gov.state.md.us>

Attached:

October 22, 1997

1mh@arinc.com

Dear Sir or Madam:

Thank you for your recent internet message to Governor Glendening regarding sound barriers for Aris T. Allen Boulevard (MD 665) in Annapolis. The Governor asked me to respond on his behalf.

In Maryland, sound barriers are considered for two types of communities. The first is an existing community which will suffer an adverse noise impact as a result of the expansion of an existing, State-owned highway. The second is for communities that were built before the original highway was, at a time before noise was recognized as having an adverse impact on residents. Communities built after the highway are not eligible for State-funded sound barriers unless the highway is expanded.

The State Highway Administration (SHA) oversees the State's involvement with highway sound barriers. Their noise policy emphasizes that, when a local government reviews proposals for new developments which may be sensitive to highway noise, the local government is responsible for addressing the noise issue.

Again, thank you for your internet message. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached via the internet at cadams@sha.state.gov.md.us, or by telephone at 410-545-8640. He would also be pleased to send you a copy of the noise policy and other material, if you would let him know your mailing address.

Sincerely,

David L. Winstead Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration Mr. Parker F. Williams, Administrator, State Highway Administration 130

lmh@arinc.com Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

<sup>J</sup>Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Drafted by: Mr.Philip Troll, OED/LAD/NAT -- October 10, 1997 -- Serial #7332 E:\CORRESP\1997\LMH 1003.DLW 00/00/00 0:00 AM

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

September 8, 1997

Mr. William C. Hallow 134 Riverview Avenue Annapolis MD 21401

Dear Mr. Hallow:

Thank you for your letter regarding noise abatement along US 50. I share your concern over the impact of highway noise on the residents of the Riverview Manor community in Anne Arundel County.

Your community was not previously eligible for a barrier because one could not have been built for a reasonable cost as defined in our prior noise policy. Since then the policy including the cost criterion has been revised. The State Highway Administration (SHA) is currently evaluating a number of communities to determine whether they are now eligible for sound barriers. Yours is one of those communities. We anticipate we will have this work completed this Fall, and a representative from SHA will contact you once the results are available.

Again, thank you for your letter. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely.

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. William C. Hallow Page Two

bcc: Ms. Donna Austin, Secretary, Office of the Administrator, SHA (Ser. nos. 8902, 7128, and 97 Aug 54)

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Mr. James Hade, Noise Abatement Team Leader, SHA

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation (Ser. nos. 8902 and 7128)

Noise Abatement Team, SHA

Drafted by: Philip Troll, OED/LAD/NAT -- August 21, 1997

Replaces: #97AUG54 -- HALL0815.PFW -- Citizen's letter exact same to PFW as to DLW

D:\CORRESP\1997\DRAFTS\HALL0815.DLW 08/21/97 3:12 PM

8-29-97 8:10 AM SHE CONSTRUCTION OF SUND burners on At 50/301 her of the Severn huir

william C. Hallow 134 Riverview Ave. Annapolis, MD 21401 August 15, 1997

134

The Honorable Governor Parris N. Glendening State House Annapolis, MD 21401

Dear Governor Glendening:

4/169

Our home is one of many in the neighborhood bordering Route 50/301 just west of the Severn River. All the homes in the area predate the recent expansion of that highway which has brought a major increase of both traffic volume and traffic noise. We are severely impacted by the noise and pollution from that road. MSHA has determined that our area meets or exceeds the 66 decibel noise level requirement to qualify for construction of noise barrier walls.

Please support us in our effort of quiet this intrusive highway noise. Please request that noise barrier walls for our neighborhood be given a high priority on the new projects list for the upcoming fiscal year.

sincerely,

wollelles ou

william C. Hallow

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GOVERNOR'S OFFICE

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SECRETARY
DEPARTMENT OF TRANSPORTATION

### OFFICE OF THE GOVERNOR MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below.

Also, if there are any questions as to how to respond, please call the unit listed below.

LID: 41169

ReceiveDate: 8/25/97

Assign Date: 8/15/97 Deedline Date: 9/8/97

Name:

William C. Hallow

. 134 Riverview Avenue

Annapolis, MD 21401

RECEIVED

DEPARTMENT OF TRANSPORTATION

Subject:

SOUND BARRIER REQUE

Description: Requests the construction of sound barriers on Route 50/301

west of the Severn River.

Agency:

MDOT

re-direct	INFORMATION
ne niberi	
M. M. O. L. M.	[4], <b>@</b> [6], 11, 21, 2
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If the response to this correspondence should be handled by another agency, please complete the following information and forward the completed form and the correspondence to the proper agency. Also, copy the completed form and send the copy to the unit indicated above.

Re-Directed to:	
Data:	

{w

William C. Hallow 134 Riverview Ave. Annapolis, MD 21401 August 15, 1997

136

# RECEIVED

The Honorable David L. Winstead, Secretary Department of Transportation P.O. Box 8755 BWI Airport Baltimore, MD 21240-8755

Dear Mr. Winstead:

SECRETARY DEPARTMENT OF TRANSPORTATION

Our home is one of many in the neighborhood bordering Route 50/301 just west of the Severn River. All the homes in the area predate the recent expansion of that highway which has brought a major increase of both traffic volume and traffic noise. We are severely impacted by the noise and pollution from that road. MSHA has determined that our area meets or exceeds the 66 decibel noise level requirement to qualify for construction of noise barrier walls.

Please support us in our effort of quiet this intrusive highway noise. Please request that noise barrier walls for our neighborhood be given a high priority on the new projects list for the upcoming fiscal year.

Sincerely,

w. c. H allow

William C. Hallow



## Maryland Department of Transportation

The Secretary's Office



Parris N. Glendening Governor David L. Winstead Secretary John D. Porcarl Deputy Secretary

December 19, 1997

Mr. and Mrs. Chris Hanessian 8212 Stone Trail Drive Bethesda MD 20817-4556

Dear Mr. and Mrs. Hanessian:

Thank you for your recent letter regarding noise issues along I-495. I appreciate the opportunity to update you on the subject of noise abatement and the Carderock Springs Subdivision.

Our noise abatement policy allows us to consider mitigation for communities where the homes were constructed prior to the highway. The Carderock Springs Subdivision does not meet this basic criterion and is therefore ineligible for sound barriers. While I certainly understand your concerns, the date criterion is a basic requirement, except where barriers are recommended in environmental analyses associated with highway improvements.

Again, thank you for your letter. I regret that we cannot provide you with a more positive response to your inquiry. A copy of the State Highway Administration's (SHA) Sound Barrier Community Resource Guide, our noise policy and the Highway Traffic Noise brochure from the Federal Highway Administration are enclosed for your information. If you need additional information regarding this matter; please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640 or, toll free, at 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

**Enclosures** 

cc:

Mr. Charles B. Adams, Director of Environmental Design,

State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000



bcc: Ms. Sharon Blankenship, Secretary, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Ms. Leslie Frelow, Assistant to the Deputy Secretary, MDOT

Mr. James Hade, Noise Abatement Team Leader, SHA Mr. John Lewis, Jr., State Legislative Officer, MDOT

Mr. Charles K. Watkins, District 3 Engineer, SHA

Mr. Philip Troll, Noise Abatement Team, SHA

Drafted by: Philip Troll, OED/LAD/NAT -- December 11, 1997 SERIAL: #9792 -- Replacing #97DEC6

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12- DEC 01 '97 05:13PM SHA ADMINISTRATOR 410 333 1586

Please Prepare Besponse For Secretary

November 26, 1997

139

Mr. David L. Winstead
Secretary of Transportation
Maryland Department of Transportation
P. O. Box \$755
BWI Airport, Maryland 21240-0755

Her - 197

RECEIVE

SECRETARY DEPARTMENT DE TRANSPORTATION

Dear Mr. Winstead:

On behalf of the residents of Lake of the Pines Community of Davidsonville, Md. we would like to formally issue an appeal to the State Highway Administration regarding their decision to not incorporate noise abetement barriers in their Final Environmental Impact Document of March 30, 1982.

Secondly we would like to point out several circumstances which further compound the need for these barriers and would entail a reexamination of our Community based on the guidelines as set forth in your latest Maryland Department Of Transportation. State Highway Administration Noise Policy of December 9 1996.

### Initial Decision Appeal:

It is our understanding, after meeting with Mr. Charles Adams of your Department, that at the time of the Environmental Impact Review in the early 80's it was the State's policy to only consider existing residences and structures in determining the impact of noise on a community or property under the <u>Federal Design Noise Levels</u>.

Lake of the Pines is a community of 57 homes with development plats filed with Anne Arundel County in 1974. Seventy-five percent (75%) of these homes were already constructed at the time of this initial evaluation. However the remaining twenty-five percent (25%) were not. Unfortunately these remaining homes, which were constructed and sold in the mid 80's, were the most impacted by the widening of Route 50 because of their location on Village Lake Drive which is adjacent and parallel to Route 50. Construction and completion of this Route 50 project occurred in the early 90's after these homes had been bought and occupied for several years. Recent testing (Spring '97) confirm that a sample of these homes exceed the 66 decibel threshold used by your department to determine eligibility for noise abatement consideration.

### Subsequent Considerations:

Increasing Route 50 from four to six lanes increased the highway capacity by an additional 50%. However because of the linkage with Interstate 97 as a major thruway alternate for interstate traffic from Baltimore to Richmond our community has seen a major increase in volume and in particular truck traffic. These trucks are the major contributor to the noise problem and run unabated virtually around the clock (between midnight an 6 AM) seven days a week.

- Recent laws have precluded truck traffic from Route 424 between Routes 3 and 50.
   This has further contributed to Route 50 as a bypass by dump truck trash trucks from New York and New Jersey enroute to the landfill accessed by southbound Route 424.
- The increase this year in the posted speed limit from 55 to 65 miles per hour has created an increase in tire and engine noise as well as the volume of traffic (cars per hour).
- The widening of Route 50 took with it much of the natural tree buffer that had existed between the existing houses and the original four lane roadway. This has not only impacted, at least on a perceptual basis, the noise factor but has introduced a visual impact as well.

#### Conclusion:

We, the residents of Lake of the Pines Community, based on the evidence presented above and by our signatures (attached) believe that a reassessment under the current Noise Policy of the Maryland State Highway Administration is in order.

We further conclude that our review should take precedence over other more recent appeals due to the "grandfathered" oversight in the original Final Environmental Impact Statement of 1982.

Should you have any questions pertaining to this appeal and petition please feel free to contact either the writer (301-261-6440) or Herb Sheppard (301-262-0302) who is Chairman of the Special Committee which was appointed by the Board to address this serious issue of Noise Abstement.

Very truly yours,

Stell Congdon

President.

Lake of the Pines

Community Association

P.O. Box 57

Davidsonville, MD 21035

cc: Mr. Charles B. Adams, Director, SHA Office of Environmental Design

Mr. Parker F. Williams, Administrator, SHA

Mr. Paul D. Armstrong, SHA District #5 Engineer

State Senator Robert Neall

State Delegate Robert C. Baldwin

State Delegate Janet Greenip

State Delegate Marsha G. Perry

We, the undersigned residents of the Lake of the Pines Community, fully support the pursuit and construction of adequate Noise Abatement Barriers between our Community and Route 50 by the Maryland State Highway Administration in cooperation with Federal and Local governments and their agents.

<u>NAME</u> (Signature)	ADDRESS(street only)
Inene Wieneles	1246 Lake Forest Drine
CarolWieneke	Davidsonville, MD 21035
Martha L Blue	2557 Arest Trail Court
Ollp letter	Davidsonville, MD 21035
Certhur Jackson	2548 Forest Tree Court
brenda Jackson.	Davidsonville, MD 21035
Curron. Fosten.	1201 VILLAGE LAKE DENE
	Davidsonville, MD 21035
Ba 30/	1236 LAKE FOREST DR
•	Davidsonville, MD 21035
William Mina Appleman	2596 BELL CREEK DR.
	Davidsonville, MD 21035
Mich Mayer Holland	2548 Rutland Rd
	Davidsonville, MD 21035
Hol Glensky	1286 Fale Haral Drive
Chudit Pales	Davidsonville, MD 21035

We, the undersigned residents of the Lake of the Pines Community, fully support the parsuit and construction of adequate Noise Abatement Barriers between our Community and Route 50 by the Maryland State Highway Administration in cooperation with Federal and Local governments and their agents.

NAME(Signature)	ADDRESS(street only)
Gody Daray	125% LAKE FOREST DRIVE
Willes Hours	Davidsonville, MD 21035
WILLIAM BAKER	1221 VIVACE LAKE DR
Millian Baker	Davidsonville, MD 21035
Mary Redmiles may Redmile	1)1260 Village Lake DR.
Joe Redmiles god D. Peros	Davidsonville MD 21035
John a Belt	1270 Village Lake Dr.  Davidsonville, MD 21035
Aprell may	2585 Tarnens Branch Crosse
Ronald & Rossi	Davidsonville, MD 21035  1277 Lake Freet Dr.
Arlun Rem Rossi	Davidsonville, MD 21035
Frank Sease	2572 Bell Creek Dr.
Shirley Seass	Davidsonville, MD 21035
May Manglow	258 / BRNSWS BRANCK (ROLL)NG
1 STELL Gengdon	Davidsonville, MD 21035
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We, the undersigned residents of the Lake of the Pines Community, fully support the pursuit and construction of adequate Noise Abstement Barriers between our Community and Route 50 by the Maryland State Highway Administration in cooperation with Federal and Local governments and their agents.

NAME (Signature)	ADDRESS(street only)
Soni Barter	1287 LAKE POREST DR
	Davidsonville MD 21035
Anne Wallace	1296 Lake Frat Il.
	Davidsonville MD 21035
Conster Sugar	Davidsonville MD 21035
Totale Derivan	231 Berbok Glen
Law Dissaran	Davidsonville MD 21035
Panula & Case	2543 Overlook Gles
fighteent Cose	Davidsonville, MD 21035
Marie Rowland	2538 Joses Fland Co
Long Longland	Davidsonville, MD 21035
But oya	2566 BellCreek Dr.
Stephen R. miles	Davidsonville, MD 21035
Stephen R mikale	2590 Bell Creek Dr
Wonna m Mehaly	Davidsonville, MD 21035

We, the undersigned residents of the Lake of the Pines Community, fully support the pursuit and construction of adequate Noise Abstement Barriers between our Community and Route 50 by the Maryland State Highway Administration in cooperation with Federal and Local governments and their agents.

NAME(Signature)	ADDRESS(street only)
Burker B. Shappark	1211 Village Lake Drive
Janice & Steppard	Davidsonville, MD 21035
Kent Haspert	1230 Villege Lake Brise
Kent Haspert	Davidsonville, MD 21035
Stophe L Dayhetty	2537 Overlosk Glez
Mary ann Dougharty	Davidsonville MD 21035
Janemer & Schrader Schrader	Davidsonville, MD 21035
Euma L. Koche	2558 Rutland Ed.
James E. Kache	Davidsonville, MD 21035
June P. Fleck	2588 Tarners Branch Crossing
Mary Jane Petrie	Davidsonville, MD 21035
Bile Petric	2591 Tamans Branch Crossing
Rue De Jana	Davidsonville MD 21035
Bill De Jong	1239 Rossback Rd.
5'lseis & Andrews	Davidsonville MD 21035 Dries



145

Parris N. Glendening
Governor

David L. Winstead
Secretary

John D. Porcari
Deputy Secretary

September 19, 1997

Mr. Arthur F. Hathaway 124 Riverview Avenue Annapolis MD 21401

Dear Mr. Hathaway:

Thank you for your recent letters to Governor Glendening, State Highway Administrator Parker Williams and me regarding a sound barrier along US 50 west of the Severn River. The Governor asked me to respond on his behalf, and I am also responding on behalf of Mr. Williams and his staff.

Your community was not previously eligible for a barrier because one could not have been built for a reasonable cost as defined in our former noise policy. That policy including the cost criterion has been revised and State Highway Administration (SHA) is evaluating a number of communities to determine whether they are now eligible for sound barriers. The noise level measurements recently taken by SHA in your neighborhood were the initial phase of this determination. We anticipate their evaluation will be completed this Fall, and an SHA representative will contact you once the results are available.

Again, thank you for your letters. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at (410) 545-8640.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway

Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Arthur F. Hathaway Page Two

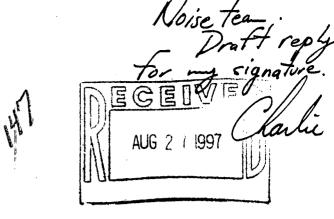
bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Mr. James Hade, Noise Abatement Team Leader, SHA

Noise Abatement Team, SHA

Mr. Charlie Adams
Director of Environmental Design
Maryland State Highway Administration
707 N. Calvert St.
Baltimore, Maryland 21202



Dear Mr. Adams,

It has come to my attention that Maryland State Highway Administration (MSHA) will soon prioritize their projects for the upcoming fiscal year.

I request your support for the following project.

Erect Noise Reduction Walls aside Route 50, west of the Severn Bridge to the exit/interchange of Rowe/Bestgate Rd., both, south & north sides of the roadway.

This area has a noise level of 66 Decibel and higher which meets and exceeds state requirement. (Per state test?)

These walls have been provided to the home owners on the eastern side of the severn river along state Route 50. As a home owner on the western side of the severn, address, 124 Riverview Ave., which borders Route 50 to the south. I, ask for your support in having the MSHA create and fund a project which would install noise reduction walls along this section Route 50.

Thank you in advance for your consideration and help.

Sincerely,

Arthur F. Hathaway 124 Riverview Ave.

Annapolis, Md. 21401

\*1304

Mr. Philip Troll
Maryland State Highway Administration
707 N. Calvert St.
Baltimore, Maryland 21202



Dear Mr. Troll.

It has come to my attention that Maryland State Highway Administration (MSHA) will soon prioritize their projects for the upcoming fiscal year.

I request your support for the following project.

Erect Noise Reduction Walls aside Route 50, west of the Severn Bridge to the exit/interchange of Rowe/Bestgate Rd., both, south & north sides of the roadway.

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Thank you in advance for your consideration and help.

Sincerely,

Arthur F. Hathaway, 124 Riverview Ave.

Annapolis, Md. 21401



## Maryland Department of Transportation The Secretary's Office

149

Parris N. Glendening Governor David L. Winstead Secretary John D. Porcari

Deputy Secretary

July 10, 1997

Mr. Miles M. Heater 4614 Westhill Road Ellicott City MD 21043

Dear Mr. Heater:

Thank you for your recent internet message to Governor Glendening regarding noise abatement walls along US 29 in Howard County. The Governor asked me to respond to you on his behalf.

With the active participation of communities and citizens, we have continued to take positive steps to improve the quality of life and enhance safety for our fellow citizens both for today and in the future. The State Highway Administration (SHA) is presently evaluating a number of communities that experience traffic noise impacts similar to Columbia Hills. Once these analyses are finished, a priority list will be established for those communities where noise barriers are determined to be warranted. We anticipate that this review will be concluded by the end of this Summer and we will share the results with you as soon as they become available.

Again, thank for your internet message. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need any additional information regarding this matter, please do not hesitate to contact Mr. Charles Adams, Director of Environmental Design, SHA, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration



Mr. Miles M. Heater Page Two

bcc: Mr. Parker F. Williams, Administrator, State Highway Administration Mr. James Hade, Noise Abatement Team, State Highway Administration

### OFFICE OF THE GOVERNOR MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

LID: 37509

ReceiveDate: 6/26/97 Assign Date: 6/24/97 7/10/97 Deadline Date:

Name:

Miles M. Heater

4614 Westhill Road

Ellicott City, MD 21043

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SECRETARY (257) ARTMENT OF TRANSPORTATION

SOUND BARRIER REQUE Subject:

Description: Requests a noise abatement wall for her Ellicott City

neighborhood.

Agency:

MDOT

Unit: DSI

If the response to this correspondence should be handled by another agency, please complete the following information and forward the completed form and the correspondence to the proper agency. Also, copy the completed form and send the copy to the unit indicated above.

Re-Directed to:	
Date :	

7- jul~02 ^97 ~08:29AM SHA ADMINISTRATOR 410 333 1586

MANT - Regult a noise absterent well of
les reighborhood.

Ellicott City.

<miles.beater@ssa.gov>

To:

OCHO.OGANN (governor)

Date:

6/24/97 2:30pm

Subject:

Noise abatement wall

Governor Glendenning,

My house is an area that has been qualified by the state of Maryland for a noise abatement wall according to federal regulations. When can I expect some kind of relief from the noise? If you would like to ECEIVED reply you may reach me at:

issus@abs.net

or write me at

Miles M. Heater 4614 Westhill Rd. Ellicott City, MD 21043

30 1997 规比

SECRETARY DEPARTMENT OF TRANSPORTATION

Thank you

Miles M. Heater

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JUN 2 5 1997

GOVERNOR'S OFFICE



## Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor David L. Winstead Secretary John D. Porcari

Deputy Secretary

December 24, 1997

153

Mr. Bruce Heiman Ms. Diane Heiman 9515 Brooke Drive Bethesda MD 20817

Dear Mr. Heiman and Ms. Heiman:

Thank you for your recent letters to Governor Glendening and me supporting the construction of sound barriers on I-495, east of the I-270 Spur. The Governor asked me to respond on his behalf.

Funding decisions for highway improvements, including sound barriers, are made annually and are presented in the Department's Consolidated Transportation Program (CTP). This document includes planning, design and construction projects for the upcoming six years and is updated each January. The 1998-2003 CTP is being finalized, and new sound barriers are being evaluated. We have noted your request that a sound barrier for the Longwood community be designed and constructed.

You also expressed concern about a potential 500 foot gap west of Greentree Road. The final end points of a barrier for the Longwood area will not be determined until the design phase. Our intent will be to design a barrier which will protect homes that are eligible under the provisions of our noise policy. I have enclosed a copy of a brochure that will provide more information about the policy, as well as a copy of the policy itself.

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or, toll-free in Maryland, at 1-800-446-5962.

Sincerely.

David L. Winstead

Secretary

Enclosures

cc:

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

Mr. Bruce Heiman Ms. Diane Heiman Page Two

Ms. Sharon Blankenship, Secretary, Landscape, Architecture Division, State Highway bcc: Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

JMr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT -- December 17, 1997

SERIAL: #9878

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155

December 3, 1997

Governor Parris N. Glendening State House 100 State Circle Annapolis, MD 21401

Subject:

I-495 Noise Barriers covering Bradley Boulevard to just west of Fernwood,

on the inner loop east of the I-270 Spur, 16th District, State of Maryland

#### Dear Governor:

As residents of Brooke Drive in close proximity to the beltway just east of the I-270 Spur, we greatly appreciate your interest in the quality of life of Maryland residents living along this major highway. In this regard, the State has determined that the area between Bradley Boulevard and Fernwood is eligible for noise barriers. We understand the total cost to be under \$1.5 million. Moreover, we are informed that Montgomery County will provide the requisite 20% commitment upon notification of the State's approval.

Accordingly, we strongly urge you to include funding for these noise barriers in the Department of Transportation's 1998 Capital Improvement Budget and thank you for protecting Maryland residents from undue highway noise.

We are, however, deeply troubled by the report that there may be a gap in the noise barrier for 500 feet immediately west of Greentree. We are extremely concerned that such a gap in coverage would negate much of the intended benefit, as beltway noise would be funneled through this gap and thus magnified. Moreover, this particular section of the beltway has become especially noisy as a result of: (1) the recent widening of the beltway and reconfiguration of the I-270 spur, and (2) the shifting of gears by large trucks as they accelerate and downshift to begin the climb eastward towards Fernwood or

' MR CT:TT /R-OT-7'

The Honorable Parris N. Glendening Governor December 3, 1997 Page Two

downshift to help slow down as they pass Greentree. It is important to understand that this will adversely affect not only the newer homes along Rainswood Court immediately adjacent to the gap, but also our homes along Brooke Drive (and others on Longwood Drive). For these reasons we also strongly urge the State to undertake and complete as soon as possible any necessary formal studies to ensure that there will be continuous noise barriers between Bradley Boulevard to just west of Fernwood.

Sincerely,

Bruce and Diane Heiman, 9515 Brooke Drive, Dethesda, MD 20817

H. MARKS + SYAN G. ESSERMAN, 9513

5.

BALBARA + DOUBLAS ROSING 950 BROOKE DR.

Secretary David L. Winstead, Maryland Department of Transportation Mr. Parker F. Williams, Administrator, State Highway Administration Mr. Charles Adams, director, Office of Environmental Design, SHA Senator Brian F. Frosh, 16th District Delegation Delegate Gilbert J. Genn, 16th District Delegation Delegate Marilyn Goldwater, 16th District Delegation Delegate Nancy K. Kopp, 16th District Delegation Members, Noise Barrier Committee, BBCA Ms. Eileen Pierce, President, BBCA

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Ce: Barder Por RECEIVEL

December 3, 1997

DEC 12 1997

SECRETARY DEPARTMENT

The Honorable David L. Winstead Secretary Maryland Department of Transportation 707 North Calvert Street Baltimore, Maryland 21202 Please Prepare Response For Secretary's

admily good even

Subject:

I-495 Noise Barriers covering Bradley Boulevard to just west of Fernwood, on the inner loop east of the I-270 Spur, 16th District, State of Maryland

Dear Secretary Winstead:

As residents of Brooke Drive in close proximity to the beltway just east of the I-270 Spur, we greatly appreciate your interest in the quality of life of Maryland residents living along this major highway. In this regard, the State has determined that the area between Bradley Boulevard and Fernwood is eligible for noise barriers. We understand the total cost to be under \$1.5 million. Moreover, we are informed that Montgomery County will provide the requisite 20% commitment upon notification of the State's approval.

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The Honorable David L. Winstead Secretary, Maryland Department of Transportation December 3, 1997 Page Two

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Sincerely.

Bruce and Diane Heiman, 9515 Brooke Drive, Bethesda, MD 20817

ANDREW H. MARIO & SUIRN & BOOKENAW, 9513 Brooke Dr.

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Ma Chun

The Honorable Parris N. Glendening, Governor

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Charles Adams, director, Office of Environmental Design. SHA

Senator Brian F. Frosh, 16th District Delegation

Delegate Gilbert J. Genn. 16th District Delegation

Delegate Marilyn Goldwater, 16th District Delegation ...

Delegate Nancy K. Kopp. 16th District Delegation

Members, Noise Barrier Committee, BBCA

Ms. Eileen Pierce, President, BRCA

59

December 3, 1997

Mr. Parker F. Williams
Administrator
State Highway Administration
707 N. Calvert Street
Baltimore, MD 21202

Subject:

I-495 Noise Barriers covering Bradley Boulevard to just west of Fernwood,

on the inner loop east of the I-270 Spur, 16th District, State of Maryland

Dear Mr. Williams:

As residents of Brooke Drive in close proximity to the beltway just east of the I-270 Spur, we greatly appreciate your interest in the quality of life of Maryland residents living along this major highway. In this regard, the State has determined that the area between Bradley Boulevard and Fernwood is eligible for noise barriers. We understand the total cost to be under \$1.5 million. Moreover, we are informed that Montgomery County will provide the requisite 20% commitment upon notification of the State's approval.

Accordingly, we strongly urge you to include funding for these noise barriers in the Department of Transportation's 1998 Capital Improvement Budget and thank you for protecting Maryland residents from undue highway noise.

We are, however, deeply troubled by the report that there may be a gap in the noise barrier for 500 feet immediately west of Greentree. We are extremely concerned that such a gap in coverage would negate much of the intended benefit, as beltway noise would be funneled through this gap and thus magnified. Moreover, this particular section of the beltway has become especially noisy as a result of: (1) the recent widening of the beltway and reconfiguration of the I-270 spur, and (2) the shifting of gears by large trucks as they accelerate and downshift to begin the climb eastward towards Fernwood or

Mr. Parker Williams
Administrator, State Highway Administration
December 3, 1997
Page Two

160

downshift to help slow down as they pass Greentree. It is important to understand that this will adversely affect not only the newer homes along Rainswood Court immediately adjacent to the gap, but also our homes along Brooke Drive (and others on Longwood Drive). For these reasons we also strongly urge the State to undertake and complete as soon as possible any necessary formal studies to ensure that there will be continuous noise barriers between Bradley Boulevard to just west of Fernwood.

Sincerely,

Bruce and Diane Heiman, 9515 Brooke Drive, Bethesda, MD 20817

ANDREW H. MARIES & SURING QUINE DY.

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The Honorable Parris N. Glendening, Governor
The Honorable David L. Winstead, Secretary, Maryland Department of Transportation
Mr. Charles Adams, director, Office of Environmental Design, SHA
Senator Brian P. Frosh, 16th District Delegation
Delegate Gilbert J. Genn, 16th District Delegation
Delegate Marilyn Goldwater, 16th District Delegation
Delegate Nancy K. Kopp, 16th District Delegation
Members, Noise Barrier Committee, BBCA
Ms. Bileen Pierce, President, BBCA

Mr. Joshua M. Heltzer Chair, Ad Hoc Noise Committee River Hill Community Association The Meeting Room 6330 Trotter Road Clarksville MD 21029

Dear Mr. Heltzer:

Thank you for the letter and petition you recently sent to Governor Glendening regarding noise abatement issues along MD 32. The Governor asked me to thank you and respond on his behalf.

In your letter, you expressed concerns about current traffic volumes exceeding the project volumes for the year 2010. The original 1989 Supplemental Final Environmental Impact Statement (FEIS) prepared by the State Highway Administration (SHA) projected an average daily traffic (ADT) figure of 35,800 vehicles per day, for the year 2015. A revised forecast, completed by SHA in 1991, increased the projected ADT for the year 2010 to 46,500 vehicles per day. The most recent traffic counts by SHA show an ADT of 33,000 vehicles per day, of which 8% are trucks. The average daily volume is in the expected range with a small increase in the percentage of trucks.

You also expressed concern about the impact that noise from MD 32 is having on portions of the River Hill Community. At the time SHA performed the environmental analyses for MD 32, the land that River Hill was built on was vacant. In this situation, the responsibility for making sure that future development addresses noise effects lies with the local jurisdiction and those who develop new noise sensitive uses. The planning for the River Hill neighborhood included an analysis of traffic noise impacts that could be expected from relocated MD 32. The Howard Research and Development (HRD) 1992 noise predictions utilized an ADT of 45,600 vehicles per day, with a truck volume of 8% in the noise impact analysis developed for the River Hill community required by Howard County. The traffic data used in the HRD analysis would result in predicted noise levels higher than current measured levels. This is because the overall volume of traffic in the analysis is higher than current volumes while the truck percentage is equivalent to current counts.

Mr. Joshua M. Heltzer Page Two



It appears from your letter that not all portions of River Hill that were projected to be impacted have been adequately protected. We understand the position of the residents of River Hill but cannot offer any state funded relief in this or similar situations elsewhere in the State, where the homes were constructed after the approval for the highway.

Throughout the past year, representatives from SHA have been involved in discussions with representatives from River Hill, Howard County, HRD and your State elected officials on this issue. While it is not possible for the State to fund any measures to help relieve the situation, we would be open to possible use of State right of way for installation of such measures to the degree that they would not preclude the use of the right of way for possible future expansion of the highway. We would be happy to explore options with you, the County and HRD.

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for writing. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead Secretary

cc:

The Honorable Patricia Anne Faulkner, Member, Maryland House of Delegates The Honorable Robert L. Flanagan, Member, Maryland House of Delegates The Honorable Robert H. Kittleman, Member, Maryland House of Delegates The Honorable Christopher McCabe, Senate of Maryland

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Neil J. Pedersen, Director of Planning and Preliminary Engineering, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. Robert Fisher, District 7 Engineer, State Highway Administration

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. John Lewis, Jr., State Legislative Officer, Maryland Department of Transportation

Ms. Nanette Schieke, Policy Analyst, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Drafted by: Mr. Philip Troll, OED/LAD/NAT -- November 4, 1997

Serial #7497 -- Also addresses Serial 2486 Del. Kittleman letter to Neil Pedersen

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ATTACHMENTS TO FOILOW	1
THE SECRETARY'S OFFICE	
THE SECRETARY'S OFFICE  MDOT - SHERRY VERNER - MS 255 ) MOIL (COUNT)  REQUEST FOR PREPARATION OF GOVERNOR'S CORRESPONDENCE	- T
LOG DATE: 10/30/97 /jaw SERIAL#: 7497	)
TO: WILLIAMS DATE: 10/30/97	,
FROM: HELTZER, JOSHUA - 10/17/97	
RE: REQUESTS ASSISTANCE IN REDUCING TRAFFIC NOISE RESPOND BY: 11/06/97 INT HE VILLAGE OF RIVER HILL - HCHARD CO.	
[ ] PREPARE RESPONSE FOR SECRITARY'S SIGNATURE [X] PREPARE RESPONSE FOR SECRITARY'S SIGNATURE ON REPAIR OF	
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ASSIGNED TO: Charlie adams pate: 10-3197	Ä
TO BE RETURNED TO ADMINISTRATOR'S OFFICE BY:	
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PROOFREAD BY: 11/17/97	
RECORD OF INTERIM TELEPHONE RESPONSE	
(You can buy yourself some additional time in preparing a written reply by telephoning the constituent, explaining what's happening, and indicating when he/she may expect a formal reply. Please fill this portion and mail back the green sheet to obtain an extension on your reply deadline.)	
Name of Person Called: Josh Heltzer Date: 1/5/47 Written follow-up will be prepared by:	
PREASE RELIERS WHIS FORM AND ENGRANGE CORRESPONDENCE.	<b>*</b>
10 SHERRY VARNER OF SIDOT MS-255	

#### OFFICE OF THE GOVERNOR MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

RECEIVE

LID: 44925

ReceiveDate: 10/28/1997

Assign Date: 10/17/1997 Deadline Date: 11/11/1997

Name:

Joshua Heltzer Board Member

River Hill Community Association

6330 Trotter Road Ciarksville, MD 21029 OCT 30 1997

DE IRANSPORTATION

Subject:

INFORMATION REQUEST

Description: Requests assistance in reducing traffic noise in the Village of

River Hill in Howard County.

Agency:

MDOT

RE-DIRECT	INFORMATION
sponse to this	correspondence

e should be handled by another agency, please complete the following information and forward the completed form and the correspondence to the proper agency. Also, copy the completed form and send the copy to the unit indicated above.

Re-Directed to:	 		
	• •	•	•
Date :			

## 166

#### MEMBERS OF ROUTE 32 WORK GROUP

Charles B. Adams
Director, Office of Environmental Design
State Highway Administration
Maryland Department of Transportation
P.O. Box 717
Baltimore, Maryland 21203-0717

Charles F. Dammers III
Chief, Development Engineering Division
Department of Planning & Zoning
Howard County
3450 Court House Drive
Ellicott City, Maryland 21043

David E. Forester
Vice President and Senior Development Director
Community Development
The Rouse Company (Parent of HRD)
10275 Little Patuxent Parkway
Columbia, Maryland 21044-3456

#### River Hill Ad-Hoc Noise Committee

Josh Heltzer, Chair 6308 Mellow Twilight Court

Dennis Sharp 6428 Empty Song Road

Rich Coyle 6437 Mellow Wine Way

David Carlisle 6333 Daring Prince Way

Nina Kowalski 6317 Last Sunbeam Place David Bisant 6304 Morning Time Lane

Becky Terry 6305 Morning Time Lane

Craig Bass 5321 Morning Time Lane

Bill Bellamy 6392 Morning Time Lane

Dr. Mark Cohen 6821 Forest Shade Trail

## RECEIVED

OCT 2 4 1997

**GOVERNOR'S OFFICE** 

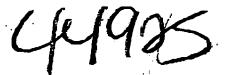


October 17, 1997



OCT 80 1997

SECRETARY DEPARTMENT. OF TRANSPORTATION



Honorable Parris I. Glendening Governor of Maryland State House Annapolis, Maryland 21401

#### Dear Governor Glendening:

I am sending for your information a petition which was recently presented to the Board of the Village of River Hill. The petition requests that action be taken to identify solutions which will reduce traffic noise impacting residents living nearby Route 32.

In 1989, a Supplemental Environmental Impact Statement was issued relative to the relocation of Route 32 between Pindell School Road and Route 108. The findings of this study indicated that several areas would experience noise levels in excess of the state and Federal standard of 67 decibels; however, the State indicated that noise abatement for River Hill would be the responsibility of the developer, since development was occurring after the highway was planned. In 1992, consultants for Howard Research and Development performed noise studies which were required under Howard County regulations to forecast future noise levels. State forecasts regarding traffic volume were used as inputs to the noise modeling performed by HRD and accepted by Howard County. The County later approved a noise mitigation plan. However, the County was not overzealous in enforcing its stringent noise requirements. It granted waivers to HRD, though there was no formal petition for such waivers nor a formal record of their granting.

Relocated Route 32 was opened to traffic in March 1996. Shortly thereafter residents in Pointers Run, a section of River Hill, began raising complaints about traffic noise. In response to residents' concerns and at the request of the Village Board, the State Highway Administration performed noise studies in Summer 1996 and presented the findings to residents at a public meeting in October 1996. The result was the formation of a Work Group comprised of representatives of the State, the County, HRD, and River Hill. It was hoped that the Work Group would perform a thorough and serious evaluation of options for noise mitigation. Unfortunately, little progress has been made to date.

16

Honorable Parris I. Glendening Governor of Maryland October 17, 1997 Page Two

Current noise levels, as measured by the State Highway Administration, equal or exceed levels predicted by HRD for the year 2010. In fact, the noise at several homeowner parcels exceeds the 65 decibel level considered to be acceptable by the County, and two of these lots have levels at or above the State and Federal threshold of 67 decire is. Moreover, traffic counts performed by SHA in June 1997 reveal that the current traffic volume exceeds the volume forecasted by the State for 2010 and substantially exceeds the volume used in the Maryland Department of Transportation's Draft Corridor Report for Route 32, dated September 1996 and prepared in connection with the Maryland Congestion Management System.

The traffic noise emanating from Route 32 is a complex issue that involves many parties. While it is unclear how the Smart Growth legislation passed last year will impact the potential "dualization" of Route 32 west or north of River Hill, it is clear that the current noise problems experienced by River Hill residents are due, in part, to imprecise traffic forecasting performed by the State (the State grossly underestimated traffic volumes); development of Pointers Run by HRD concurrent with the construction of relocated Route 32; reluctance by the County to enforce its stringent noise requirements; and a complete lack of communication between the State and either the County or HRD with respect to noise and potential mitigation techniques. A real and permanent solution for the residents of River Hill must address not only current noise levels, but concerns about the direct or indirect noise effects from the potential widening of Route 32. between Route 108 and I-70.

I ask that you carefully consider the enclosed petition and the information presented here. Your help in brokering a fair examination and treatment of these matters would be greatly appreciated.

Sincerely,

Joshua M. Heltzer

Board Member Chair, Ad Hoc Noise Committee

oh Helde

Attachments: Petition

List of Work Group Members

## ATTACHMENTS TO FOLLOW THE SECRETARY'S OFFICE MDOT - SHERRY VERNER - MS 255 /N MOIL (COUNTER) REQUEST FOR PREPARATION OF GOVERNOR'S CORRESPONDENCE

	TOG DATE: 10/20/07 /fore SEDTATA: 2/05
TO:	LOG DATE: 10/30/97 /jaw SERIAL#: 7497 WILLIAMS DATE: 10/30/97
FROM:	HELTZER, JOSHUA 10/17/97
RE: RE	QUESTS ASSISTANCE IN REDUCING TRAFFIC NOISE RESPOND BY: 11/06/97 THE VILLAGE OF RIVER HILL - HOWARD CO.
	[ ] PREPARE RESPONSE FOR SECRETARY'S SIGNATURE [X] PREPARE RESPONSE POR SECRETARY'S SIGNATURE ON BEHALF OF GOVERNOR (Note Governor as cc) [ ] REPLY DIRECTLY, ACKNOWLEDGING SECRETARY'S RECEIPT, SHOW CC TO SECRETARY [ ] PREPARE RESPONSE FOR GOVERNOR'S SIGNATURE [ ] PLEASE HANDLE AS APPROPRIATE
	FOR USE BY RESPONSIBLE UNIT
	ASSIGNED TO: COOL OCOMS TO BE RETURNED TO ADMINISTRATOR'S OFFICE BY: 11-5 97  SPECIAL INSTRUCTIONS:  FOR USE BY ASSIGNED AREA  RESPONSE PREPARED BY: 10-31-97  (Name / Telephone / Date)  TYPED BY: 10-31-97  PROOFREAD BY: 10-31-97  TYPED BY: 10-31-
	RECORD OF INTERIM TELEPHONE RESPONSE
	(You can buy yourself some additional time in prepared by:  Name of Person Called:  Written follow-up will be prepared by:  Prepared by:  Plage  Millon  Millo
	constituent, explaining what's happening, and indice reply. Please fill this portion and mail back the gratery deadline.)  Name of Person Called:  Written follow-up will be prepared by:  Please Retters This formation in the Hellamy "Response to Hellamy" Response to Hellamy "Sherry Varner in this is according to the Children.

ROBERT H. KITTLEMAN HOWARD-MONTGOMERY COUNTIES

MINORITY LEADER

COMMERCE AND GOVERNMENT MATTERS COMMITTEE

## HOUSE OF DELEGATES ANNAPOLIS, MARYLAND 21401-1991

October 22, 1997

170

DISTRICT OFFICE:
12400 ROUTE 108
CLARKSVILLE, MARYLAND 21029
410-988-9819; 301-854-6020

Annapolis Office:

411 HOUSE OFFICE BUILDING 301-859-3401 (WASHINGTON AREA) 410-841-3401 (BALTIMORE AREA)

Dear Mr. Pederson:

Mr. Neil Pederson

Planning and Preliminary Engineering

State Highways Administration

707 North Calvert Street Baltimore, MD 21202

Enclosed please find a letter from our constituent, Joshua Heltzer, regarding the noise impacting the residents of River Hill. We are particularly concerned about the possible "imprecise traffic forecasting" of traffic volumes by the State Highways Administration. If noise levels were improperly forecasted purchasers were not given a reasonable opportunity to evaluate the impact of Route 32 on their new homes. We would appreciate your investigating this matter and letting us know what data was used.

Traffic noise from Rt. 32 is a great concern for many River Hill residents. We have petitions requesting "the immediate solution to the excessive noise level being generated from the ever increasing high volumes of car and truck traffic" signed by 388 residents and could supply you these names and addresses if you would like to communicate with them directly.

Thank you for your past help with many State Highway matters. We look forward to a continued cooperative relationship.

Robert L. Flanagan

Delegate, District 14B

Sincerely,

Robert H. Kittleman Delegate, District 14B

RHK/RLF/naf Enclosure

\_\_\_\_

Joshua Heltzer

Work Group Members



## Maryland Department of Transportation State Highway Administration

171

Secretary
Parker F. Williams
Administrator

David L. Winstead

May 19, 1997

Mr. Joshua M. Heltzer
Chair, Ad-Hoc Noise Committee
River Hill Community Association
The Meeting Room
6330 Trotter Road
Clarksville MD 21029

Dear Mr. Heltzer:

Enclosed is the copy you requested, of the consultant's report on the recent highway traffic noise measurements conducted in the River Hill community adjacent to MD. Route 32, in Howard County. The report includes a summary and discussion of the results, as well as maps and diagrams showing the exact locations where each test was conducted.

If you have any other questions or comments, please feel free to call me or any member of the Noise Abatement Design and Analysis Team at (410) 545-8600.

Sincerely

Philip Troll

Noise Abatement Design and Analysis Team Office of Environmental Design

**Enclosure** 

cc:

Mr. James D. Hade

Mr. Ken Polcak

My telephone number is \_\_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

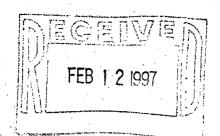
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

# AMBIENT NOISE MEASUREMENTS MD 32 RIVER HILL COMMUNITY HOWARD COUNTY, MARYLAND

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THE PERONNET (410) 363-0150 FAX (410) 363-7611





February 8, 1997

Mr. Charles B. Adams Director, Office of Environmental Design State Highway Administration P.O. Box 717 Baltimore, Maryland 21203-0717

Dear Mr. Adams:

I am writing to thank you for participating in the River Hill Route 32 Work Group.

Although we still wish to explore the benefits and technical feasibility of placing noise walls at various locations, River Hill's Ad Hoc Noise Committee appreciates your candor regarding our situation and the potential for State-financed noise walls. We also appreciate your willingness to consider the placement of vegetative buffers at points along the highway. We will be sending you a list of locations we would like to visit and options we would like addressed during the Route 32 "walk-through" scheduled for Saturday, February 22 at 9:00 AM.

We hope that both Howard County and Howard Research and Development will work cooperatively with us to seek a resolution to our concerns.

Sincerely,

Joshua M. Heltzer

**Board Member** 

Chair, Ad-Hoc Noise Committee

c: Ad-Hoc Noise Committee

Board Members

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Sunny McGuinn Brown Brown Hame at the commence of access for the contract of

Senator Christopher McCabe

Mary Lorsung, County Council





Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

October 1, 1997

Mr. Philip R. Hertz 10700 Lady Slipper Terrace North Bethesda MD 20852

Dear Mr. Hertz:

Thank you for your letters to Governor Glendening and Mr. Charles B. Adams, the State Highway Administration's (SHA) Director of Environmental Design, regarding noise abatement issues in the Timberlawn community. The Governor asked me to respond on his behalf. I am also responding on behalf of Mr. Adams.

It is my understanding that, in response to your July 30 letter, representatives from SHA met with you and one of your neighbors. You expressed your concern that SHA had cleared vegetation on the community side of the right-of-way fence, and you requested that the cleared foliage be replaced. When the SHA representatives checked this area, they found the woods to be very mature, with undergrowth occurring only on the perimeter of the woods. While they saw no evidence that vegetation had been removed on the community side of our right-of-way fence, they were able to determine that a survey crew hired by SHA was active in the area this past Spring. That crew cut down two 1"-3" diameter trees which were in a direct line between your house and I-270. Since this action opened up your view to the highway, SHA has agreed to plant evergreens in the area where the trees were removed. This work will be performed during the Fall planting season.

After the field visit, SHA staff investigated whether any vegetation had been trimmed along I-270 in the Spring. They were informed that some branches that were overhanging I-270 between the I-495/I-270 split and Grosvenor Lane south of your community had been trimmed.

You also inquired about the reconstruction of the I-270/Old Georgetown interchange. As SHA representatives mentioned, the proposed improvements to the interchange were under design, but construction is not funded. You also asked SHA to take noise measurements on your property. An SHA representative will contact you within the next several weeks to schedule this measurement.

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to call Mr. Adams at (410) 545-8640.

Sincerely,

David L. Winstead

L. Winstand

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design,
State Highway Administration
Mr. Parker Williams, Administrator, State Highway Administration

Mr. Philip R. Hertz Page Three

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

Mr. John Lewis, Jr., State Legislative Officer, Maryland Department of Transportation

Mr. Charlie Watkins, District Engineer, State Highway Administration Noise Abatement Team, State Highway Administration

Drafted by: Fred Eisen, OED/LAD/NAT -- August 28, 1997

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## Maryland Department of Transportation State Highway Administration

17

David L. Winstead

Parker F. Williams
Administrator

September 2, 1997

Mr. Jim Hossbach 10 Hunters Court Lutherville MD 21093

Dear Mr. Hossbach:

Thank you for your telephone call regarding noise issues along I-83. In particular you are concerned over the impact of highway noise on the residents of the Hunt Ridge community in Baltimore County.

Hunt Ridge is not eligible for a sound barrier because the homes were built after the construction of the highway. A copy of SHA's Sound Barrier Community Resource Guide, our noise policy and the Highway Traffic Noise brochure from the Federal Highway Administration are enclosed for your information.

I regret that we cannot be of any assistance enforcing laws concerning "gypsy truckers" parking on the shoulder of I-83, in the vicinity of the Genstar plant. I have passed on to the Maryland State Police (MSP) your concerns over the safety and noise issues raised by the actions of these "gypsy truckers". A representative from the MSP has been in contact with you and assures me that they will continue to investigate this situation to see if anything can be done to alleviate the problem.

Again, thank you for your telephone call. If you need additional information regarding this matter, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at (410) 545-8599.

Sincerely

Charles B. Adams

Director

Office of Environmental Design

encl.

cc: Lt. C. D. Tyler, Maryland State Police

Mr.-James D.-Hade, Noise Abatement Team Leader, State Highway

Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free



118

Parris N. Glendening
Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

October 14, 1997

Mr. Edward J. Huber, Jr. 6615 Pheasant Drive Elkridge MD 21075

Dear Mr. Huber:

Thank you for your recent letter regarding noise abatement along I-95. I share your concern over the impact of highway noise on the residents in the Hunt Club Estates and Lawyer's Hill communities in Howard County, and I apologize for not having responded to you earlier.

These communities were not previously eligible for a barrier because one could not have been built for a reasonable cost as defined in our prior noise policy. Since then the policy, including the cost criterion, has been revised. The State Highway Administration (SHA) is currently evaluating a number of communities to determine whether they are now eligible for sound barriers. Hunt Club Estates and Lawyer's Hill are among the communities being evaluated. We anticipate this work will be completed later this Fall, and a representative from SHA will contact you once the results are available.

Again, thank you for your letter. If you have any other questions or concerns, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway bcc: Administration

Mr. Robert Fisher, District 7 Engineer, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. John Lewis, Jr., State Legislative Officer, Maryland Department of

Transportation Mr. John Petty, Assistant to the Secretary, Maryland Department of Transportation

Ms. Nanette Schieke, Assistant to the Secretary, Maryland Department of Transportation

Mr. Parker F. Williams, Administrator, State Highway Administration INoise Abatement Team, Environmental Design, State Highway Administration

Drafted by: James Hade, OED/LAD/NAT -- October 6, 1997

10/06/97 9:32 AM F:\CORRESP\1997\DRAFTS\HUB0906.DLW

MACH STREET LET S STEEL STORE

EBWARD J. HUBER, JR.

6615 Pheasant Drive Elkridge, MD 21075

180

September 15, 1997

David L. Winstead
Secretary
Maryland Department of Transportation
P. O. Box 8755
BWI Airport, MD 21240-0755

RECEIVED

SEP .6 1897
9195
SECRETARY
DEPARTMENT OF TRANSPORTATION
(CP 8315

Dear Secretary Winstead,

It has been nearly three months since I mailed the attached letter and I have had no acknowledgement that you received it. In the event the original did not reach you I am writing again.

As publisher of our local newspaper, the VIADUCT, and having been active in local affairs for some time, people often ask questions of me about what is being planned for the Elkridge area. Having read about and seen some of the noise barriers being erected around the state, several residents have questioned me about the possibility of some noise relief along our section of 1-95.

I note that both Delegates Malone and Murphy have written in response to my June 21 letter and ask if you have any plans to address our concerns in this matter. A reply would be appreciated.

Thank you for your consideration.

Yours truly,

Edward J. Huber, Ir.

#### EDWARD J. RUBER. JR.

6615 Pheasant Drive Eleridge, MD 21075

181

June 21, 1997

David L. Winstead Secretary Maryland Department of Transportation P. O. Box 8755 Baltimore-Washington International Airport Maryland 21240-0755

Dear Secretary Winstead,

At a meeting of the Maryland Aviation Commission last September, members of the BWI Neighbors Committee were asked to report on the activities of that Commince. As the representative of Elkridge in Howard County 1 spoke of the successful relationship we have established with the MAA and of how cooperative Ted Mathison and his organization have been in trying to resolve problems that have occurred over time. During discussions later in the meeting I mentioned the fact that ! had not experienced similar success in dealing with the State Highway Administration concerning excessive noise from I-95 in the Elkidas area. You responded that you would be glad to look into the matter since the Glendening Administration was committed to resolving noise problems of this type.

Various other commitments have prevented me from corresponding with you and following through on this matter until now. I notice that the June 17th, issue of the Howard Sun contained an article about funding for noise barrier; is the state including one along I-95 in the Arbutus area. The article states that the value used as an average cost per home in oppositioning the feasibility of constructing a noise barrier has been increased.

The area from the south Turnel Thruway (895) & I-95 connection on the east side of I-95, south to just north of route 100, has been monitored for noise several times in the past and has always been found to be above the allowable noise limit. This is the Elkridge area containing the neighborhoods of Hunt Club Estates and Lawyer's Hill. This area was developed before the road was built and according to County zoning density regulations, but we have always been told that we did not qualify because of soul of acise wall was built in the

182

Timberview community on the west side of 95 a few years ago. This has had the effect of reflecting more reise toward the Hunt Club area. In addition, increased speed and traffic volumes have made a bad situation even worse. We had hoped for some relief when we bad situation even worse. We had hoped for some relief when we found out that part of 95 was to be blacktopped some time ago, but were informed that this area was not scheduled in the foreseeable future.

I know that there are many demands on highway funds and that priorities must be set, but we have been patient since the road opened in the early 70's and the problem has intensified. There should still be records of tests made in this area over the years and of correspondence from SHA officials and various residents. I will appreciate your reviewing these files and informing me if there is any possibility of securing some measure of relief from the ever any possibility of securing some measure of relief from the ever present highway noise in what is in other respects a very pleasant place to live.

Thank you for your cooperation.

Yours Truly,

E. J. Huber, Jr.

cc: Senator Edward Kasemeyer:
Delegate Elizabeth Bobo
Delegate James Malone
Delegate Donald Murph:





### Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening
Governor

David L. Winstead
Secretary

John D. Porcari

Deputy Secretary

18:

December 18, 1997

Mr. George W. Huguely, III 7221 Armat Drive Bethesda MD 20817-2121

Dear Mr. Huguely:

Thank you for your recent letters to Governor Glendening and me regarding the eligibility of your community for sound barriers on I-495, east of the I-270 Spur. The Governor asked me to respond on his behalf.

Funding decisions for highway improvements, including sound barriers, are made annually and are presented in the Department of Transportation's Consolidated Transportation Program (CTP). This document includes planned improvements over a six year period and is finalized each January. The next update of the CTP, for the years 1998-2003, is in the final stage of preparation. The funding needs for new sound barriers are being evaluated as the CTP is completed. We have noted your interest in a sound barrier for the Longwood community. This barrier, together with our overall transportation needs and the availability of funds, will be considered as funding decisions are made for the final CTP.

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, Director of Environmental Design for the State Highway Administration, who may be reached at 410-545-8640 or, toll free, at 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

Mr. George W. Huguely,III Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA
Ms. Claire DeBakey, Special Assistant to the Administrator, SHA
Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design,
SHA

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, SHA

Drafted by: Philip Troll, OED/LAD/NAT -- December 8, 1997 SERIAL: #7662 -- DLW/PNG -- Replaces #9802 -- DLW

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George W. Huguely III Geoffrey A. Huguely Please Prepare Response For Secretary's Signature

LUMBER PRODUCTS INVESTMENT PROPERTIES

The Huguely Companies

4424 MONTGOMERT AVENUE, SUITE 204 BETHESDA, MARYLAND 20814

301--652-7386

RECEIVED

DEC \$ 100

SECRETARY DEPARTMENT OF TRANSPORTATION

The Honorable David L. Winstead, Secretary Maryland Department of Transportation 707 North Calvert Street Baltimore, MD 21202

Reference: Noise barrie

December 2, 1997

Noise barriers, inner loop of I-495 from Bradley Boulevard to just west of Fernwood Road, Bethesda, Maryland, 16th District,

State of Maryland

Dear Secretary Winstead:

I have been notified through the Bradley Boulevard Citizens Association Board of Directors that the above described segment of I-495 is eligible for noise barriers. This is indeed very good news for which we are all very grateful.

I respectfully request that the funds for the design and construction of noise barriers for the afore mentioned segment be put into the 1998 Highway Capital Improvement Budget. I have also written Governor Glendening enlisting his support for funding. I have written Councilmember Betty Ann Krahnke of Montgomery County to request that she support our request for 20% funding from Montgomery County towards the design and construction of this project.

Thank you very much for your consideration and your support for the necessary funding as requested.

Very truly yours,

George W. Huguely III

7221 Armat Drive

Bethesda, MD 20817

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LUMBER PRODUCTS
INVESTMENT PROPERTIES

## The Huguely Companies

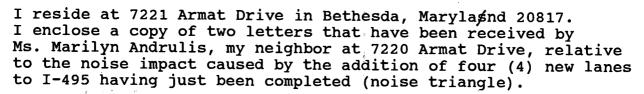
4424 MONTGOMERY AVENUE, SUITE 204 BETHESDA, MARYLAND 20814

301--652-7386

May 14, 1997

Mr. Charles B. Adams
Director, Office of Environmental Design
SHA
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Adams:



I am not addressing at this time the noise barrier issue, which will hopefully be resolved later this summer, but there exists at this time an intollerable problem which can easily be rectified by completing the small area of unfinished paving at I-270 where it intersects with I-495 (outer loop) south. I have driven my car south on I-270 to where it intersects the area described above. There exists uneven paving, or lack of completion thereof, at this point. A two lane wide bump. All day and night, each and every dump truck and eighteen wheel tractor trailer emits a noise like thunder in our neighborhood as the tailgates of the dumps and the trailers on the fifth wheels of the tractors thump as they descend on the I-495 inner loop south. It is bad enough to have to contend with twelve lanes on I-270/I-495 intersection (noise triangle) instead of the old eight lanes, but the addition of this new annoyance, which can be easily remedied, is not acceptable.

I would request your help in getting the proper agency or contractor to complete this paving on I-270/I-495 south as soon as possible.

I look forward to hearing from you at your earliest convenience.

y truly yours

George W. Huguely III

Enclosures

cc: Senator Brian E. Frosh
Delegate Gilbert J. Genn
Delegate Marilyn Goldwater
Delegate Nancy K. Kopp

Noise Tea I've referred to Dist. 3. Please File



# Maryland Department of Transportation The Secretary's Office

188

Parris N. Glendening

Moise Tean

David L. Winstead

John D. Porcari

August 14, 1997

Mrs. Mary Cross Huntley 2917 Stanton Avenue Silver Spring MD 20910

Dear Mrs. Huntley:

Thank you for your recent letters to Governor Glendening and me regarding noise abatement issues along I-495 in the Forest Glen Park area of Montgomery County. The Governor asked me to respond on his behalf.

The Governor and I share your concern about your community and assure you Forest Glen Park has never been overlooked by our Noise Abatement Program. The State Highway Administration (SHA) is presently evaluating a number of communities that experience traffic noise impacts, including Forest Glen Park. Once these analyses are finished, a priority list will be established for those communities where noise barriers are determined to be warranted. We anticipate this review will be concluded by the end of this Summer, and we will contact you with the results as they become available.

Again, thank you for your letters. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you should have any other questions, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached at (410) 545-8640.

Sincerely,

David L. Winstead

& L. Wmiter

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

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RECEIVED

OF TRANSPORTATION

July 27, 1996

Mr. David L. Winstead Secretary of Transportation P. O. Box 8755
BWI Airport, MD 21240

Dear Mr. Winstead:

We purchased a house in the Forest Glen Park neighborhood in 1953. At that time the community was quiet and serene. Yes, there was a "glen" where flora and fauna abounded and it was a pleasure to live here.

Unfortunately, the construction of the Beltway took away the glan, as well as the peace and quiet that we once enjoyed. Of course, We had to accept the Beltway although we felt that the segment between Georgia and Connecticut Avenues was poorly located and would create a driving nightmare and hazard as well as having a severe negative impact on our home—and experience has proved us to be correct.

Even when the Beltway was finished, it did not have the detrimental and unhealthy impact that it has today. The Beltway now carries more traffic, larger and noisier trucks, and it is closer to our residences because of widening. To ameliorate the noise, we note that barriers are being constructed in most areas where the highway has invaded and the noise has impacted existing residential areas.

We no longer can enjoy our cherished outdoor living environment! We would like to see some action on the part of the Maryland Department of Transportation to remedy a wrong that was perpetrated on us when the Beltway was constructed.

Why has our neighborhood been overlooked in the noise abatement program? We would appreciate your assistance seeking some answers and some positive action.

Sincerely yours.

Thany (Ross Huntley)

(Tink (Enter E.)

Mary Cross Huntley 2917 Stanton Avenue

Silver Spring, MD 20910

(301) 589-2050



#### Maryland Department of Transportation State Highway Administration

July 11, 1997

Governor

David L. Winstead
Secretary

Parker F. Williams
Administrator

Parris N. Glendening

Mr. David Hussong Ms. Amy R. Hussong 8215 Stone Trail Drive Bethesda MD 20817

Dear Mr. Hussong and Ms. Hussong:

Thank you for your recent letter regarding highway traffic noise along I-495 in the Carderock Springs community in Montgomery County. I certainly appreciate your concern and want to give you an update on the progress of our work on this issue as it relates to Carderock Springs.

A number of communities have been identified in Montgomery County which are affected by traffic noise. We are looking at all communities in the I-270 spurs and I-495 "noise triangle" to evaluate those areas, in light of our new noise policy, that pre-date the original highways and those which do not pre-date the highways. These analyses will be completed by the end of Summer.

Again, thank you for your letter. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

Parker F. Williams

Administrator

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA

My telephone number is \_\_\_\_\_

Mr. David Hussong Ms. Amy R. Hussong July 11, 1997 Page Two

bcc: Mr. James D. Hade, Team Leader, Noise Abatement Team, SHA

Mr. Kenneth D. Polcak, Noise Abatement Team, SHA



# Maryland Department of Transportation State Highway Administration

192

David L. Winstead Secretary

Parker F. Williams

July 3, 1997

Mr. Adrian Irby 9585 Glen Oaks Road Columbia, MD 21046

Dear Mr. Irby:

Thank you for your phone call earlier this week. As you requested I am sending you a copy of the new noise policy, a copy of our letter to Mr. McCoy and a copy of the noise analysis included in the Final Environmental Impact Statement approved in July of 1977 (also included is the number of proposed lanes-pages 6 & 7).

Once again thank you for your interest in the noise program. If you have any questions please call me at (410) 545-8598.

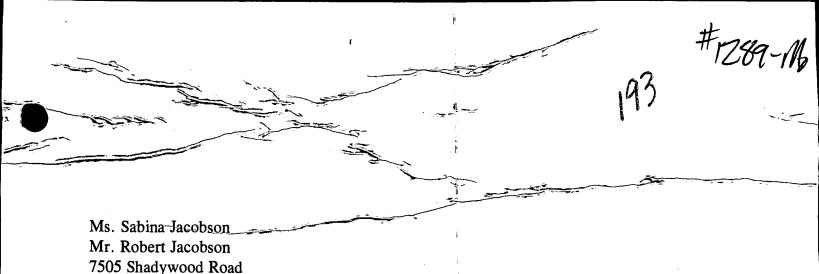
Sincerely;

Fred Eisen

**Project Manager** 

Noise Abatement Team

E:/cooresp/1997/drafts/irbytran.doc



Dear Ms. and Mr. Jacobson:

Bethesda MD 20817

Thank you for your recent letter regarding noise abatement along I-495. I share your concern over the impact of highway noise on the residents of the Burning Tree Estates community in Montgomery County.

The State Highway Administration (SHA) is in the final stages of a comprehensive review of the 1996 Noise Policy. As soon as these analyses are finished, we will establish a priority list for those communities where it is determined that noise barriers are warranted. The review is taking longer than hoped, but should be completed soon. A member of our noise team will contact you with the results as they become available. I have enclosed is a copy of a brochure that will provide more information about the noise policy.

Again, thank you for your letter. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640 or, toll free, at 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

#### **Enclosure**

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA

Mr. Parker F. Williams, Administrator, SHA

Ms. Sabina Jacobson Mr. Robert Jacobson

Page Two

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA bcc:

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Ms. Leslie Frelow, Assistant to the Deputy Secretary, MDOT

Mr. James Hade, Noise Abatement Team Leader, SHA

Mr. Philip Troll, Noise Abatement Team, SHA

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #10030

Ms. Rhoda Washington, Special Assistant to the District 3 Engineer, SHA

Mr. Charles K. Watkins, District 3 Engineer, SHA

Drafted by: Philip Troll, OED/LAD/NAT -- January 8, 1998

**SERIAL:** #10030 - OED1289

E:\CORRESP\1998\DRAFTS\JACO0102.DLW 1/8/98 1:14 PM Please Prepare Response For Secretary

January 2, 1998

## RECEIVEL

Mr. David Winstead, Secretary
Maryland Department of Transportation
PO Box 8755
BWI Airport, MD 21240-8755

JAN 5 1996

SECRETARY DEPARTMENT OF JRANSPORTATION

Dear Mr. Winstead:

We are among the homeowners whose properties abut the I-495 beltway outer loop between Bradley Boulevard and River Road in Bethesda. It is our understanding from our Delegate Mark Shriver that Governor Glendening intends to make a decision concerning the funding of new noise barriers within ten working days. We strongly urge you to see to it that our area is included among those designated to receive new barriers.

As emphasized by our Delegate Mark Shriver during his recent meeting with you, strong reasons for noise barrier construction in our area arise from:

- The recent expansion to 11 lanes (made necessary by the ever-increasing beltway traffic flow) of the segment of I-495 adjacent to our neighborhood which accompanied the addition of the new HOV lanes in the nearby I-270 spur, and
- The greatly increased and unbearable sound level of the beltway traffic due to sound reflections from the noise barriers which were added on the I-495 inner loop, directly across from us.

Our lives have been severely impacted by the increased noise-- we have been bypassed several times in the past, and now is the time when this area is among those whose need is most urgent.

Sincerely,

Sabina and Bobert Jacobson 7505 Shadywood Road Bethesda, MD 20817

(301)469-6212

From:

Philip Troll

To:

SHAADM.DAustin, IHeline, SBlankenship

Date:

January 8, 1998 (Thursday) 10:19am

Subject:

QUESTIONS: #7746 -- #7768 -- #10030

Hello folks -- Got some questions about some recent correspondence...

#7746 due 1/9/98 was already responded to under #7717 on-12/30/97

Kill it or what?

#7768 due 1/9/98 was already responded to under #9928 on 12/21/972 Kill it, repeat-it or what?

#10030 due 1/6/98 was just received here 1/8/97 -- Obviously we won't be meeting that due date -- After I finish sending this I'll start work on a response, but... Ideas? Opinions?

CC:

TEAM



#### Maryland Department of Transportation State Highway Administration

197

#1289- MD David L. Winstead Secretary

Parker F. Williams Administrator

October 15, 1997

Mr. and Mrs. Robert Jacobson 7505 Shadywood Road Bethesda, MD 20817

Dear Mr. and Mrs. Jacobson:

Thank you for you interest in our noise abatement program. As you requested, please find enclosed copies of the results of the noise level testing for Dwight Drive and Cindy Lane. I've also included a copy of the related noise testing done along Glennon Drive.

Regarding the studies for Dwight Drive, and Cindy Lane, Exhibit 1 shows a compilation of the continuous 15-minute noise level values collected during our test, and a composite hourly average noise level (labeled "Hourly Leq"). The shaded values are those at 66 decibels (dBA) or above. A graphical depiction of the same data is shown at the bottom of Exhibit 1, and includes a comparison with the impact threshold level of 66 dBA. Also enclosed are our field data sheets for each of the three additional "short-term" noise level tests (location diagram, time, etc.), and the actual printouts of the noise level data for each test. On the printouts, I've highlighted the average (Leq) noise level related to each attached datasheet. Exhibit 2 contains the same information for the testing done on Glennon Drive. A three page information package of explanatory notes that more fully explains all the data shown on the data printouts is also included.

Our intent when we measure noise is to determine the period or periods during the day when noise levels are the highest. We make this determination by performing a continuous 24 hour measurement and a series of short term measurements. The 24 hour data shows when noise is highest and how the levels fluctuate throughout the day. Short term measurements are compared to the 24 hour data and adjusted according to the peak noise levels, sampled during the same time period, as shown in the 24 hour measurement.

Your community was not previously eligible for a barrier because one could not have been built for a reasonable cost as defined in our prior noise policy. Since then the policy including the cost criterion has been revised. The State Highway Administration (SHA) is evaluating a number of communities to determine whether they are now eligible for sound barriers. Yours is one of those communities. We anticipate we will have this work completed this Fall, and an SHA representative will contact you once the results are available.

My telephone number is \_\_\_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mr. and Mrs. Robert Jacobson Page Two

Again, thank you for your interest. A copy of SHA's noise policy is enclosed for your information. If you should have any other questions on this matter, please do not hesitate to call me at (410) 545-8600.

Sincerely

Philip Troll

Noise Abatement Team

Office of Environmental Design

Enclosure

cc: Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

Mr. and Mrs. Robert Jacobson Page Three

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Landscape Architecture Division, State Highway Administration

Drafted by: , OED/LAD/NAT -- , 1997 -- Serial # NAT1289

199

Parris N. Glendening Governor —

David L. Winstead Secretary

John D. Porcari Deputy Secretary

June 17, 1997

Mr. Jorgen Jensen 8216 Tally Ho Road Lutherville MD 21093

Dear Mr. Jensen:

Thank you for sending me a copy of your recent letter to Senator Barbara A. Hoffman regarding a sound barrier for the Heatherfield, Seminary Ridge and Fields at Seminary communities. In your letter, you expressed concern about the extent of the sound barrier being considered by the State Highway Administration (SHA). I want to assure you it is the intent to provide a barrier that reduces the noise at those residences in your communities which are expected to have future noise levels at 66 decibels and above.

Based upon the most recent analysis by SHA, a barrier is proposed that will extend past the eastern corner of the Valley Presbyterian Church. This would provide a barrier that overlaps the church building, which acts as a barrier today reducing the spread of noise from the beltway in the vicinity of Joppa Road. I understand you have spoken with Mr. Charles B. Adams, Director, Environmental Design, of SHA since the June 4 community meeting and that you feel this will adequately address the concerns you have raised. As the detailed engineering for the barrier is developed, SHA representatives will discuss these with the community to ensure your concerns are fully addressed.

Again, thank you for your letter. If you need any additional information regarding this matter, please do not hesitate to contact Mr. Adams, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead

Secretary

cc: The Honorable Barbara A. Hoffman, Senate of Maryland

Mr. Charles B. Adams, Director of Environmental Design, State Highway

Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Jorgen Jensen Page Two

bcc: Mr. James Hade, Team Leader, Noise Abatement Team, State Highway Administration

Mr. Dave Malkowski, District Engineer, State Highway Administration

## RECEIVED

MIN OF 1003

RECLIVED

JUN 25 1007

LANDSCAPE ARCHITECTURE DIVISION PLEASE PREPARE RESIDENTED

3216 Tally Ho Road Lutherville, MD. 21093 Hay 27, 1997

RECEIVED

Mr. David L. Winstead, Secretary Maryland Department of Transportation P.O. Box 8755 BWI Airport, MD 21240-0755 SECRETARY DEPARTMENT
OF TRANSPORTATION

Dear Secretary Winstead:

#### Re: Noise Barrier on the Baltimore Beltway

I am enclosing a copy of a letter to Senator Hoffman. You may remember a couple of meetings we had a long time ago with you and Mrs. Hoffman regarding these barriers. As we explain in the letter we had the definite impression that this issue was settled once and for all, with a promise of a barrier from Thornton to Joppa Roads. We hope it will not be necessary to have more arguing on this matter but if it is, we request a meeting with you to restate our position, if possible before the June 4th presentation by SHA.

very truly yours,

Jorgen Jensen. - # 1264 410-296-1154

202

8216 Tally Ho Road Lutherville, MD. 21093 May 26, 1997

Senator Barbara Hoffman 6615 Reistertown Road, Suite 301 Baltimore, MD 21215-21603

Dear Senator Hoffman:

Re: Noise Barriers on the Beltway.

Unfortunately, it seems we will have to revisit the issue of the noise barrier which we thought was brought to a satisfactory solution a long time ago.

At a meeting with the involved communities on May 1 1997 the SHA presented their design or plan for the barrier. To our great consternation we found out, for the first time, that the barrier falls far short of Joppa Road. Our communities rested their efforts in good faith more than a year ago with the understanding that the State had agreed to a barrier from Thornton to Joppa. We hope we are not being presumptuous in saying that we feel that was your understanding also. Your strong and prolonged effort on our behalf was, as you well know, deeply appreciated.

Now it seems that the SHA is going back to the old tactics of nickel-and-diming us for every foot of the barrier, using data we have not even seen. It is our hope that we don't have to enter into that time-wasting game again, although we are fully prepared to present whatever arguments, data and analyses are needed to support our case.

Knowing your strong support in the past our communities would request that you arrange a meeting with Secretary Winstead to give us an opportunity to present our position, though we do hope the issue can be resolved without any additional meeting and ensuing bickering.

very truly yours,

John S. Singleton The Fields at Seminary

> Jergen Jergen Heatherfield

Rate Abraham Seminary Ridge

C.C: David L. Winstead, Secretary of Transportation



#### Maryland Department of Transportation State Highway Administration

203

Governor

David L. Winstead
Secretary

Parker F. Williams
Administrator

Parris N. Glendening

December 19, 1997

Mrs. Nancy Johnson 849 Kellogg Rd. Lutherville, MD 21093-4818

Dear Mrs. Johnson:

On December 17, 1997 Dan Witt and myself visited you to negotiate a solution to the landscaping issues relative to the original right of entry agreement.

We agreed to:

- 1. Rework the back-side of the berm to minimize it and the swale as much as possible within the confines of the existing project.
- 2. Erect a temporary construction fence to keep the dogs out of the mud during the winter followed by a sod planting in the spring,
- 3. Plant a row of Leyland Cypress 6' on center 4' away from the wall across the back,
- 4. Plant two male hollies at the east corner of the yard.

We said that we could not cut the existing berm down, that we could minimize the swale by reshaping the back of the mound and completing the top soil operation. Technical note: the final elevation of the bottom of the swale on the East end of the yard will be higher than the lowest part of the back yard, so a proposal to remove the berm entirely would cause all drainage to flow into your back yard and pond, which we feel would be unacceptable.

It is our understanding that you seemed satisfied with this proposal. If you have any questions please feel free to call me at 410-545-8599.

Sincerely

Jim Hade, RLA

CC: Dan Witt
Joe Vervier
Steve Garmer
Fred Eisen

My telephone number is \_\_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free



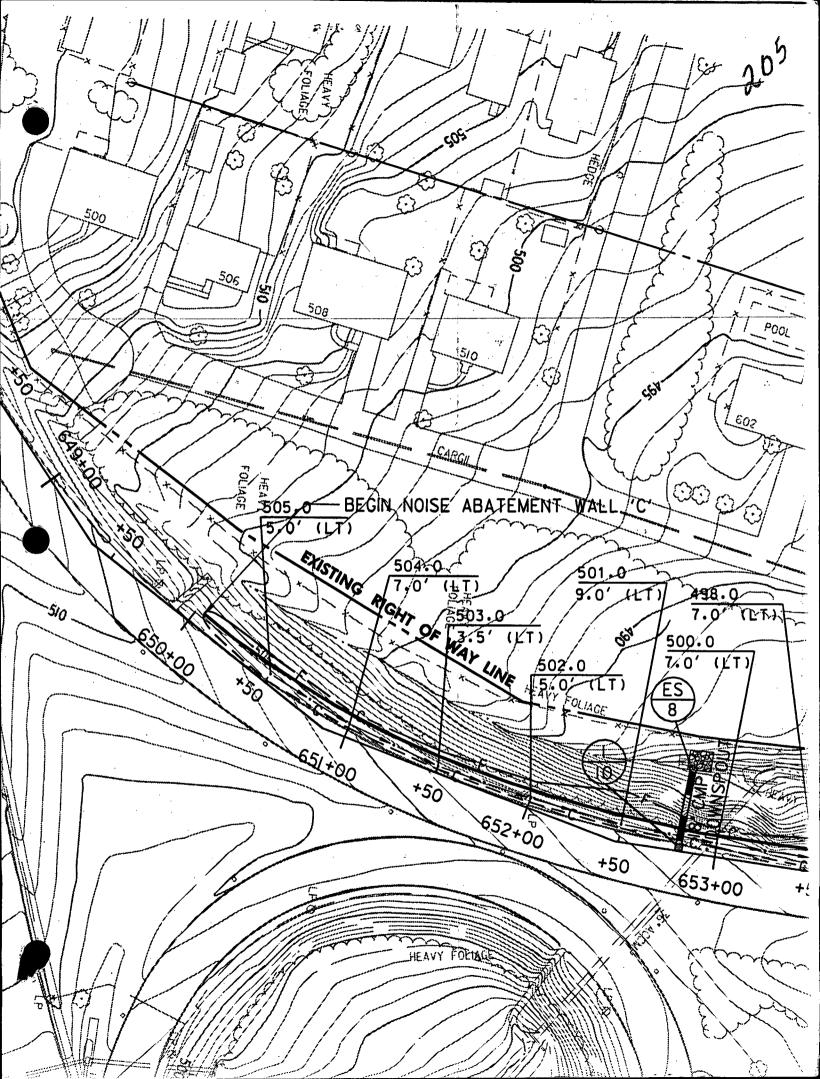
# Maryland Department of Transportation State Highway Administration

David L. Winstead Secretary

Parker F. Williams Administrator

DATE: 18 197
OFFICE OF ENVIRONMENTAL  Noise Abatement Design  and Analysis Section
TO: M.: herwood downson & Office of Planning (FAX 4764.5862)  (NAME/OFFICE/TELERHONE)  FROM: Mo Viol ~ Office of Environmental Design  (NAME/OFFICE/TELEPHONE)
TOTAL NUMBER OF PAGES:
Please forward this transmittal to the appropriate person as soon as possible. If you have any problems with this transaction, please call our office at (410) 545-8641. The telephone number for the FAX machine at State Highway Administration's Office of Environmental Design is (410) 209-5003.
Thank you for your cooperation.
ADDITIONAL INFORMATION/COMMENTS:  Here 10 a Close of shot of the plans shoot  Cetailing your area in gives from - What is the beginning trapent  for the Grand Ranger of the I-695 of name to West  Rand USHD. If you have any other greation - or - it I can  her censuer or direct amy greations, don't besitate to give we alak
help consuer or direct any questions, don't hesitate to give we real
My telephone number is
Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202





206

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

December 5, 1997

Mr. Robert L. D. and Mrs. Joyce H. Jones 4203 Canterbury Way Temple Hills MD 20748

Dear Mr. and Mrs. Jones:

Thank you for forwarding me a copy of your recent letter and 36 petitions to Senator Gloria Lawlah regarding sound barriers for the Temple Hills community along I-495 in Prince George's County. I am sending you this letter to bring you up to date on the progress of our comprehensive review of the 1996 Noise Policy.

Your community was not previously eligible for a barrier because one could not have been built for a reasonable cost as defined in our prior noise policy. That policy has been revised and the State Highway Administration (SHA) is in the final stages of a statewide review to determine those communities that may be eligible for a sound barrier. Yours is one of those communities. The review should be completed by the end of this year. A member of our noise abatement team will contact you with the results when they become available.

Again, thank you for your interest. If you should have any other questions on this matter, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at (800) 446-5962 or directly at (410) 545-8599.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

cc: The Honorable Gloria Lawlah, Member, Senate of Maryland
Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

My telephone number is \_\_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

Mr. John Lewis, Jr., State Legislative Officer, Maryland Department of Transportation

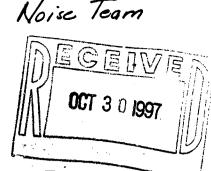
Mr. Philip Troll, Noise Abatement Team, State Highway Administration Mr. Charles K. Watkins, District 3 Engineer, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT -- November 25, 1997 Serial #CBA-DIRECT << Letter accompanied by 36 petitions >>

E:\CORRESP\1997\DRAFTS\JONE1030.CBA 12/02/97 10:01 AM

TO: MR CHARLES B. ADAMS, DIRECTOR a OFFICE OF ENVIROMENTAL DESIGN STATE HIGHWAY ADMINISTRATION BALTIMORE, MD. 21203-0717

208



DEAR MR. ADAMS:

MY NAME IS ROBERT L.D. JONES, I HAVE TALKED TO YOU OVER THE PHONE AND THIS IS TO LET YOU KNOW JUST WHAT I HAVE DONE ON THIS SOUND BARRIER ISSUE THAT I TALKED TO ABOUT. THANK YOU AGAIN, AND I HOPE WHEN I HEAR FROM YOUR OFFICE IT WILL BE GOOD NEWS

SINCERELY,

Reflect L.D. Jones

Please draft a
regly for my
signature = cc
Senator Lawlah

th 36 Questionare Polition

SUBJECT: INSTALLATION OF SOUND BARRIER

209

SENATE LAWLAH MY NAMES IS ROBERT L.D. JONES, I LIVE AT 4203 CANTERBURY WAY TEMPLE HILLS MARYLAND. MY HOME IS BETWEEN EXIT 4 & 7 (BRANCH AVENUE AND ST BARNABUS ROAD) OFF OF INTERSTATE 495. I HAVE TALKED WITH YOUR OFFICE ABOUT THE EXCESSIVE NOISE, AND AIR POLLUTION WE RECEIVE FROM THE INTERSTATE. I HAVE ALSO CALLED MR CHARLES B. ADAMS OFFICE TO CHECK AND SEE IF THERE WAS ANY THING ON THE TABLE FOR MY AREA. HE TOLD ME THE BEST WAY WAS TO GET MY NEIGHBORHOOD INVOLVED. WELL I HAVE DONE JUST THAT, I RECEIVED THIS LETTER FROM YOUR OFFICE AND I MADE A HUNDRED AND FIFTY COPIES A LONG WITH A QUESTIONNAIRE FOR MY NEIGHBOR TO FILL OUT AND RETURN TO ME. I'M SENDING YOU COPIES OF THESE LETTER TO LET YOU KNOW THAT WE ALL FEEL THE SAME. I HAVE HAD ALL MY WINDOW, DOORS, AND BAY-WINDOW CHANGED TO CUT DOWN ON THE NOISE COMING INTO THE HOUSE AND I STILL HEAR THE NOISE AT NIGHT. DURING THE SUMMER WHEN YOU CAN OPEN THE WINDOW, YOU CAN'T GO TO SLEEP WITH THEM OPEN FOR THE LOUD NOISE COMING FROM THE INTERSTATE AND LORD HELP US IF THERE IS AND ACCIDENT OUT THERE, THEN YOU JUST ABOUT FORGET ABOUT SLEEPING THAT NIGHT. I KNOW THIS COST MONEY TO HAVE THESE WALLS PUT IN, BUT THE HUNDRED AND THIRTY FOUR HOMES IN MY NEIGHBORHOOD DESERVE TO BE LOOKED AT. THAT IS WHY I ASKED THE QUESTION ABOUT TAXES/VOTING MEANING THAT OUR DOLLAR IS PAYING FOR OTHER THINGS IN THE STATE, ALL WE WANT FOR A CHANGE IS SOME OF IT TO BE SPENT MAKING OUR LIFE BETTER, IN THIS WE ARE ASKING FOR YOUR HELP. IF YOU WOULD LIKE TO COME AND TALK TO US I HAVE CHECKED THE TEMPLE HILLS COMMUNITY CENTER AND WE CAN GET A MEETING AREA ON WEDNESDAY, ALL YOU HAVE TO DO IS LET ME KNOW SO I CAN GET THE WORD OUT TO THE NEIGHBORHOOD AND WE CAN MEET. SENATOR WE NEED YOUR HELP IN GETTING THIS PUSHED. IF YOU NEED TO CALL ME MY PHONE NUMBER IS 301-894-2709 AND MY WIFE NAME IS JOYCE H. JONES JUST INCASE YOU CALL AND I'M OUT. THANK YOU FOR TAKEN THE TIME OUT TO READ THIS LETTER. THANK YOU AGAIN FOR YOUR CONSIDERATION OF THIS MATTER.

**SINCERELY** 

ROBERT L.D. JONE

210

HELLO! MY NAMES IS ROBERT L.D. JONES AND I AM YOUR NEIGHBOR. I LIVE AT 4203 CANTERBURY WAY-THE HOUSE AT THE BOTTOM OF THE HILL. I WROTE A LETTER TO MR CHARLES B. ADAMS, DIRECT, OFFICE OF ENVIROMENTAL DESIGH, STATE HIGHWAY ADMINISTRATION TO INQUIRE ABOUT WHAT COULD I DO AS A TAXPAYER TO HAVE A SOUND BARRIER PLACED ON THE SIDE OF 95 BETWEEN EXITS 4 AND 7. I WAS TOLD THAT, IF WE SPEAK AS ONE VOICE TO SENATOR LAWLAH, THEN OUR CHANCE WOULD BE MUCH BETTER. THE BEST WAY IS TO LET HER KNOW THAT WE ALL WANT AND NEED THIS FOR OUR NEIGHBORHOOD AND TO INCREASE THE QUALITY OF LIFE FOR YOUR SELF, HOME AND YOUR FAMILY.

PLEASE ANSWER THE POLLOWING QUESTIONS AS THOROUGHLY AS TOU CAN.
NAME: Robert L. D. & Joyce H. Jones
ADDRESS: 4303 Canterbury WAY
Temple Hills MD 20148
ARE YOU A REGISTERED VOTER? 1/25
HOW MANY OTHER REGISTERED VOTER RESIDE WITH YOU? 3
ARE YOU A BONAFIDE TAXPAYER?
HOW MANY OTHER TAXPAYER RESIDE WITH YOU?
DO YOU AGREE THAT THERE IS AND EXCESSIVE AMOUNT OF NOISE COMINE FROM THE INTERSTATE? YES (Very Much)
USING A SCALE OF 1-10 (10 BEING THE HIGHEST), WHAT NOISE LEVEL WOULD YOU SAY COMES FROM THE INTERSTATE?
WOULD YOU LIKE TO HAVE A SOUND BARRIER PLACED BETWEEN YOUR HOME AND THE INTERSTATE TO BLOCK SOME OF THE NOISE.
SIGNATURE Robert & Dones SIGNATURE Joyce H Jones
PRINTED NAME Paper L. Jones PRINTED NAME DOYCE H JONES
SIGNATURE Loliclo. Holloway SIGNATURE Lollow College
PRINTED NAMES LABORIETTE HOLLOWAY PRINTER NAME TONYA HOLLOWAY
I WILL BE PICKING THE SURVEYS UP ON FRIDAY EVENING, OCTOBER 17, BETWEEN 7-8 P.M TIT WOLLD HELP ME TREMENDOLISLY IF YOU WOLLD PLACE THE SURVEY ON YOUR MAILBOX

BETWEEN THE FLAG OR HANGING OUT OF THE OPEN SLOT ON THE DOOR IF YOU HAVE ONE. IN CASE YOU FORGET TO DO SO, YOU MAY PLACE THE SURVEY IN MY MAILBOX.. HOPEFULLY,

TOGETHER WE CAN MAKE A DIFFERENCE. THANK YOU FOR YOUR ASSISTANCE.



NOISE INQUIRY CHECKLIST
DATE Deport of FILE? Y/N
CUSTOMER ID. # 1333 RECEIVED BY HOLD IN
NAME Robert Jones
ADDRESS 4203 Canterpeny All WAY
TEMPHE WILLS 20748
(include zip code)
DAY TELEPHONE <u>403-694-8963</u> (WORK / HOME)
OTHER TELEPHONE 301 - 894-2409
*** INQUIRY INFORMATION SUMMARY ***
HIGHWAY NAME / ROUTE NO. I-495 /I-95
COMMUNITY / AREA NAME Temple Terrace / ~ Temple Hills
LOCATION ALONG HIGHWAY I-495 (Ch.) Befusen Ex. + 4 2 Ex. + 7
SUMMARY OF INQUIRY
Status of wall - When will we be receiving one?
*** FOLLOW-UP ***
DATEBY
No present plans ~ Previously denied on cost ~ Policy Review ~ Fall - Will inform of results of Rais
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*** REFERENCE FILES ***





## Maryland Department of Transportation State Highway Administration

214

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

July 3, 1997

Mr. Surinder K. Juneja
President For the Residents of Timberlawn South and
Tuckerman Walk Homeowner's Association
10734 Pine Haven Terrace
N. Bethesda MD 20852

Dear Ms. Juneja:

Thank you for your recent letter regarding noise abatement issues along the I-270 East-spur in Montgomery County. In particular, you are concerned about highway noise emanating from I-270 adjacent to the Timberlawn community.

A new noise abatement policy was adopted in December of 1996 and we are now reviewing a number of areas to determine if they are eligible for noise barriers under this new policy. The East Spur of I-270 is one of these areas. We anticipate that the studies will be completed by the end of the summer and will get back to you with the results.

Again, thank you for your letter. If you have any other related questions, comments or concerns, please do not hesitate to call Mr. Charles B. Adams, Director of Environmental Design at (410) 545-8640.

Sincerely,

Parker F. Williams

Administrator

cc: Mr. Charles B. Adams, Director, Office of Environmental Design

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mr. Surinder K. Juneja July 3, 1997 Page Two



bcc: The Honorable Constance Morella, Member, U.S. House of Representatives

Mr. James D. Hade, Team Leader, Noise Abatement Team, Landscape Architecture

Division

Mr. Charlie Watkins, District 3 Engineer, State Highway Administration

Prepared by James Hade and Fred Eisen

#### Timberlawn South/Tuckerman Walk Homeowner's Association

June 9, 1997

210

Mr. Parker Williams SHA, Administrator 707 North Calvert Street Baltimore Maryland 21201

Dear Mr. Williams:

In the May 28, 1997 edition of the <u>Bethesda Gazette</u>, an article appeared indicating that sound barriers have been approved for the area surrounding St. Mark's Church (on the east spur and up to Old Georgetown Road). However, the Church has also indicated that they do not want or need sound barriers; and a SHA spokeswoman indicated that the money would be spent "somewhere else."

WE. THE RESIDENTS OF TIMBERLAWN SOUTH/TUCKERMAN WALK, NEED THE SOUND BARRIERS!!!

As you may be aware, since 1991, our residents, along with other neighboring and concerned taxpayers, have lobbied long and hard for sound barriers behind the homes on the east spur of Interstate 270. In April, 1993, the county tested the decibel level behind the homes on Pine Haven Terrace and the stretch of the east spur of Interstate 270 up to St. Mark's Presbyterian Church. At that time, the decibel level was well over the accepted level of 66 decibels (in some places, measured at 70-71). From a practical standpoint, the sound barriers are a necessity for a reasonable quality of life. Not only was the noise higher than the accepted decibel level four years ago; the noise has increased as the traffic on the east spur has increased. And, it will continue to increase as the roads are expanded to increase vehicle capacity. This has had a negative impact on the value as well as the sale of the homes in the neighbourhood.

While Church members feel that the barriers are not a necessity for their periodic or meeting purposes and oppose barriers for aesthetic reasons only, we the taxpaying-residents who live in this community 24 hours a day -- seven days a week: and who hear the traffic on a continual and sustained basis feel otherwise. And, we are in a better position to judge the need for sound barriers in this community. Therefore, we believe that any future correspondence must include our Community and its residents. As a large group of communities, providing over \$2 million in tax revenues, with homes that have ranged from \$250,000 to over \$500,000, we have all watched the value of our individual homes and of the community deteriorate as noise has increased.

Especially, as the barriers are planned for the east spur near the Church, it seems only appropriate that the barriers also be placed behind the communities on the east spur which back to Interstate 270. The State Highway Administration has stated that there is an environmental concern necessitating the erection of the barriers. We concur with SHA's assessment regarding the construction of sound barriers.

Mr. Parker Williams Administrator SHA June 9, 1997 217

The members of this community, strongly urge you to place sound barriers behind the communities backing to the east spur of Interstate 270. Our community invites you to meet with us at any of our Board meetings. We are also happy to accommodate your schedule in setting an appropriate time to meet regarding this important matter in a forum conducive to open discussion.

On behalf of the community, I look forward to hearing from you in the near future and to the opportunity to schedule a personal or community meeting with you. In the meantime, we invite you to "walk" the community and to "hear for yourself" our concerns. If you require, or desire, additional information or documentation to facilitate scheduling, please do not hesitate to let me know. I can be reached at my office (703) 610-2921 or my home (301) 468-6811.

Thank you for your attention to this matter.

Cordially,

Surinder K. Juneja

President
(For the Residents of Timberlawn South and Tuckerman Walk Homeowner's Association)

10734 Pine Haven Terrace N. Bethesda, MD 20852

cc: Paris F. Glendenning
Constance Morella
Charlie Watkins

Name

Address

Phone

Signature

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Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

September 8, 1997

Mr. Arthur Kahn
2 Cove of Cork Lane
Annapolis MD 21401-1008

Dear Mr. Kahn:

Thank you for your letter regarding noise abatement along US 50. I share your concern over the impact of highway noise on the residents of the Riverview Manor community in Anne Arundel County.

Your community was not previously eligible for a barrier because one could not have been built for a reasonable cost as defined in our prior noise policy. Since then the policy including the cost criterion has been revised. The State Highway Administration (SHA) is currently evaluating a number of communities to determine whether they are now eligible for sound barriers. Yours is one of those communities. We anticipate we will have this work completed this Fall, and a representative from SHA will contact you once the results are available.

Again, thank you for your letter. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely.

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Arthur Kahn Page Two

bcc: Ms. Donna Austin, Secretary, Office of the Administrator, SHA (Ser. no. 7070)

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Mr. James Hade, Noise Abatement Team Leader, SHA

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

(Ser. no. 7070)

Noise Abatement Team, SHA

RECEIVED

AUG 1 4 1997

August, 1997

**GUVERNOR'S OFFICE** 

The Honorable Governor Parris N. Glendening
State House
Amapolis, MD 21401

The Honorable Michael Busch 151 Lowe House Office Bldg. 6 Governor Bladen Blvd Annapolis, MD 21401

46621

AUG 21 1997

SECRETARY DEPARTMENT

The Honorable John C. Astle Presidential Wing James Senate Office Building Amapolis, MD 21401

The Honorable Virginia Clagett
The Honorable Phillip Bissett
212 Lowe House Office Bldg.
6 Governor Bladen Blvd
Annapolis, MD 21401

Dear Governor Glendening and District 30 Representatives:

During the planning phase of the Route 50 widening and bridge construction project, representatives from the SHA visited our community of Lindamoor and briefed us on the environmental impact that the project would have on our community. Our officers, at the time, questioned the SHA representatives on the estimate of the proposed traffic increase and specifically addressed both the increase in heavy commercial truck traffic as well as our concern over the attended increase in noise. We were told of minor increases in traffic and a small increase in road-generated noise.

Since that time, the project has been completed and the increase in truck traffic is not only greater than anticipated but, by its nature, occurs heavily during the evening and early morning hours (i.e. on a 24-hour continuous basis) The road noise associated with the reality of the new traffic patterns on Rt. 50 are significantly greater than expected and exceed the maximums for residential living. As a result, our quality of life has been adversely affected.

Accordingly, we request that the State initiate planning and budgeting activities to install appropriate sound barriers from the west side of the RL 50 bridge to the Bestgate Road exit as part of your 1998 fiscal planning.

Sincerely,

Lindamoor Resident

Lindamoor Resident

-:	ZAUG 2	21	197	04:37PM SHA	ADMINISTRATOR	410 3	333	1586 '	 41082.33:#

# OFFICE OF THE GOVERNOR MAIL FORM

auswer present

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

LID: 40821

ReceiveDate: 8/19/97 Assign Date: 8/14/97 Deadline Date: 9/2/97

Name: Arthur Kahn

2 Cove of Cork Lane

Annapolis, MD 21401-1008

RECEIVED

AUG 21 1997

SEGRETARY DEPARTMENT OF TRANSPORTATION

Subject: SOUND BARRIER REQUE Description: Requests construction of a sound barrier from the Westside of Route 50 to Bestgate Road near Lindamoer.

Agency: MDOT Unit: DSI

#### RE-DIRECT INFORMATION

If the response to this correspondence should be handled by another agency, please complete the following information and forward the completed form and the correspondence to the proper agency. Also, copy the completed form and send the copy to the unit indicated above.

Re-Directed to:	<u> </u>	•
Date :		



# Maryland Department of Transportation State Highway Administration

227

David L. Winstead Secretary

Parker F. Williams Administrator

October 23! 1997

Miss Marianthe Karaberi 2990 Newcastle Avenue Silver Spring MD 20910

Dear Miss Karaberi:

Thank you for your letter regarding sound barrier issues along I-495 in the Forest Glen Park area of Montgomery County. I'd like to bring you up to date on our efforts involving the Forest Glen Park community.

This community was studied for a potential barrier with the I-495 widening project in 1987. Under the guidelines in use in the 1987 Type I study, the predicted noise levels met the definition of "impacted". The other guidelines governing sound barrier qualification included a provision that a barrier provide effective noise reduction. The barrier design studied could not provide adequate protection for the impacted residents, mostly because of the extreme topography change between the Beltway and the community.

In the Spring of this year, several sites within the Forest Glen Park community were re-monitored in order to verify the level of traffic noise impact. While the topography of this area does present a sizable obstacle to effective noise reduction, we are reexamining possible barrier options. The State Highway Administration (SHA) is evaluating a number of communities to determine whether they are now eligible for sound barriers. We anticipate we will have this work completed this Fall, and we will contact you once the results are available.

Again, thank you for your interest. If you should have any other questions on this matter, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at (410) 545-8599.

Sincerely

Director

Office of Environmental Design

cc: Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Miss Marianthe Karaberi Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Landscape Architecture Division, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT -- October 15, 1997 Serial #NAT-PHONE

E:\CORRESP\1997\KARA0627.CBA 10/17/97 1:50 PM

#### MISS MARIANTHE KARABER 2990 NEWCASTLE AVE. SILVER SPRING, MD 20910

Pear Mr. Hade.

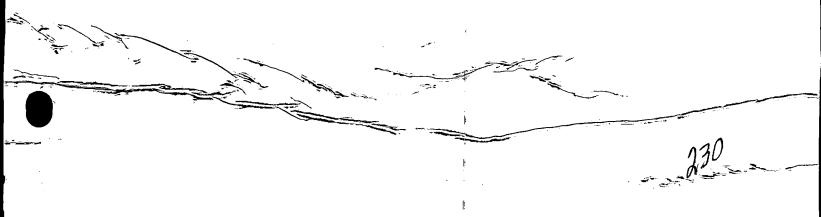
Gune 27, 1997

An 1966 when the Capital Beltway was opened for operation of distinctly remember that sound barriers were promised to protect the nine resources on New ante One from excessive noises the addition burry very tree would be planted on the bank met to there age of the Beltway

Sound barrien nor energien trees have up peared With the eftea lane added the noise have increased and my house at 2990, which is the closest to the Bellevay, suffere the most.

to putting up a sound fearner in their areas of the Beltway

Very truly yours. Marianthe Karaberi



Mr. Marvin Katz Ms. Loreda R. Katz 7506 Shadywood Road Bethesda MD 20817-2065

Dear Mr. and Ms. Katz:

Thank you for your recent letter regarding noise abatement along I-495. I share your concern over the impact of highway noise on the residents of the Burning Tree Estates community in Montgomery County.

The State Highway Administration (SHA) is in the final stages of a comprehensive review of the 1996 Noise Policy. As soon as these analyses are finished, we will establish a priority list for those communities where it is determined that noise barriers are warranted. The review is taking longer than hoped, but should be completed soon. A member of our noise team will contact you with the results as they become available. I have enclosed a copy of a brochure that will provide more information about the noise policy.

Again, thank you for your letter. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640 or, toll free, at 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

**Enclosure** 

cc:

Mr. Charles B. Adams, Director of Environmental Design, SHA

Mr. Parker F. Williams, Administrator, SHA

Mr. Marvin Katz
Ms. Loreda R. Katz
Page Two

occ: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Ms. Leslie Frelow, Assistant to the Deputy Secretary, MDOT

Mr. James Hade, Noise Abatement Team Leader, SHA

Mr. Philip Troll, Noise Abatement Team, SHA

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #10016

Ms. Rhoda Washington, Special Assistant to the District 3 Engineer, SHA

Mr. Charles K. Watkins, District 3 Engineer, SHA

Drafted by: Philip Troll, OED/LAD/NAT -- January 8, 1998

**SERIAL:** #10016 - **OED**1360

E:\CORRESP\1998\DRAFTS\KATZ1231.DLW 1/8/98 1:14 PM

Please Propare Response For Secretary's

7506 Shadywood Road Bethesda, MD 20817-2065

Signature

w. fellet

December 31, 1997

David Winstead, Maryland Transportation Secretary P.O. Bx 8755

BWI Airport, MD 21240

Subject: Noise Barriers

13d RECEIVED

JAN 5 1998

SECRETARY DEPARTMENT.
OF TRANSPORTATION

Dear Secretary Winstead:

We are long time residents of the State of Maryland. Our house, which is located in the Burning Tree Estates subdivision of Bethesda in Montgomery County, faces Interstate 495 commonly known as the Beltway.

When we moved into our house some 26 years ago this stretch of the Beltway was a four lane highway. Today its size has tripled to 12 lanes! The increased traffic of cars and trucks on this widest part of the Beltway has resulted in producing an unhealthy and unbearable noise level in our neighborhood as well as increased air pollution. Not only can we no longer enjoy sitting on our front porch but for years now we can no longer enjoy relaxing on our back yard patio. Even with storm windows, the noise within the house is intrusive day and night. The widening of the Beltway between Bradley Boulevard and River Road has adversely impacted the quality of life for us and for our neighbors.

We urgently ask that proper "noise barriers" be erected on this stretch of the Beltway. Such action will go a long way in restoring our quality of life and our confidence in your administration to respond to the needs of its constituency.

Lovedal Lat

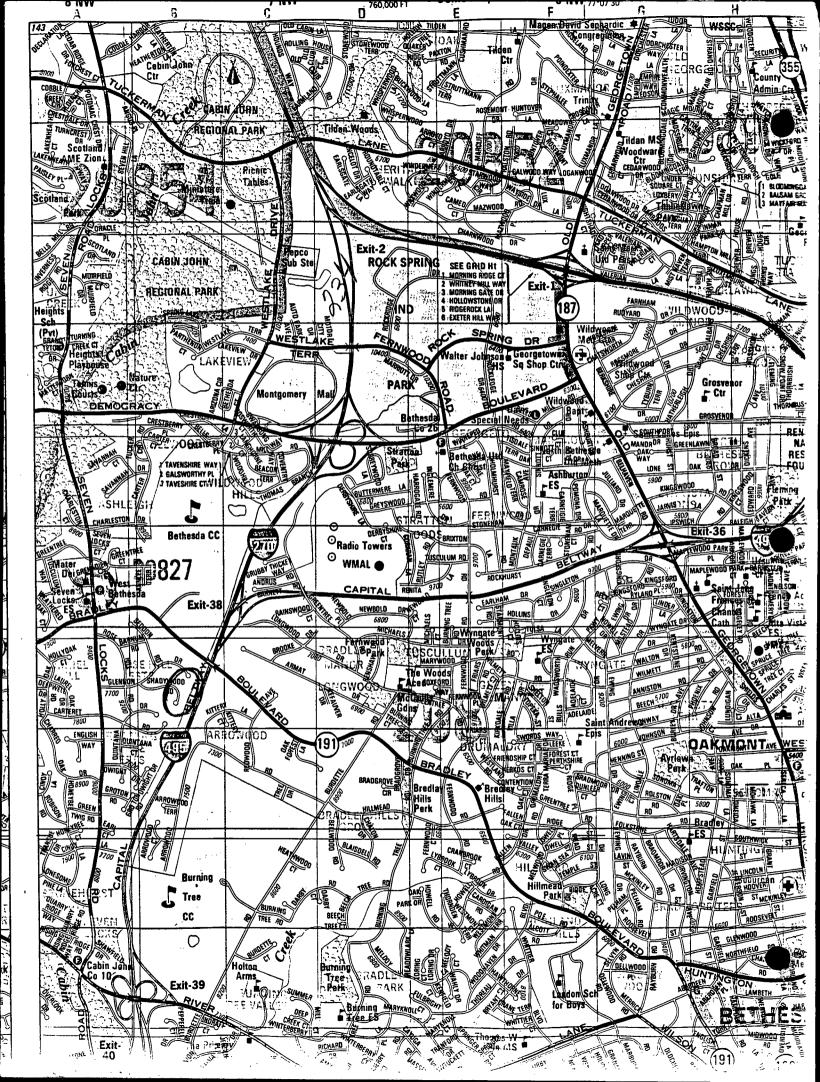
Sincerely,

Marvin Katz and Loreda R. Katz

cc: Mark Shriver, Maryland House of Delegates

## NOISE INQUIRY CHECKLIST

DATE8/15/97	FILE? Y/N_
CUSTOMER ID. #	RECEIVED BY Phil Troll/ Fred Essa
NAME Mr. Marvin Katz	
ADDRESS 7506 Shadywood Road	
Batharda MD	
	clude zip code)
DAY TELEPHONE (301) 469-6987	(WORK / HOME)
OTHER TELEPHONE	
*** INQUIRY INFORMA	ATION SUMMARY ***
HIGHWAY NAME / ROUTE NO. 1.495	<u> </u>
COMMUNITY / AREA NAME Rose Hill Est	ates
LOCATION ALONG HIGHWAY Between Braze	Hey Blud + River Road (SB lange)
SUMMARY OF INQUIRY Community needs	
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	BY Fred Elsen
Told Mr. katz about current study + sche	dule. Told him we would inform
him of study results.	Bernard Communication (1997) and the second of the second
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*** REFERENCE	FILES ***
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# Maryland Department of Transportation State Highway Administration



Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

July 30, 1997

Mr. and Mrs. James B. Kelly 7606 Hamilton Spring Road Bethesda MD 20817

Dear Mr. and Mrs. Kelly:

Thank you for your recent letter to Transportation Secretary David Winstead regarding highway traffic noise along I-495 in the Carderock Springs community in Montgomery County. The Secretary appreciates your concern and asked me to update you on the progress of our work on this issue.

A number of communities have been identified in Montgomery County as being affected by traffic noise. We are evaluating all communities in the I-270 spurs and I-495 "triangle" in light of our new noise policy, both those which predate the original highways and those which do not predate the highways. These analyses will be completed by the end of the Summer. We will let you know the results as soon as they are available.

Again, thank you for your letter. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles Adams, our Director of Environmental Design, at 410-545-8640.

Parker F. Williams

Administrator

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

My telephone number is \_\_\_\_\_\_

Mr. and Mrs. James B. Kelly July 30, 1997 Page Two



bcc: Mr. James D. Hade, Team Leader, Noise Abatement Team, SHA Mr. Kenneth D. Polcak, Noise Abatement Team, SHA Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation (SER. 8584)



Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

September 15, 1997

H. Vincent Kelly, M.D. 6813 Newbold Drive Bethesda MD 20817

Dear Dr. Kelly:

Thank you for your recent letter to Governor Glendening regarding noise abatement issues along I-495, in the vicinity of the Bradley Manor community in Montgomery County. The Governor asked me to thank you and respond on his behalf.

The State Highway Administration (SHA) is evaluating a number of communities similar to yours, that experience traffic noise impacts, to determine those that may be eligible for sound barriers under our revised sound barrier policy. Your community was not previously eligible for a sound barrier because the majority of impacted homes postdated construction of I-495. We are evaluating all communities in the I-270 spurs and I-495 "triangle" in light of our new noise policy. It is anticipated that this review will be completed this Fall. An SHA representative will contact you with the results when the review is complete.

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

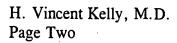
Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway

Mr. Parker F. Williams, Administrator, State Highway Administration





bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

[Mr. James Hade, Noise Abatement Team Leader, SHA

Noise Abatement Team, SHA

Drafted by: Philip Troll, OED/LAD/NAT August 28, 1997

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56PM SHA ADMINISTRATOR 410 333 1586

RECEIVED

41298

H. VINCENT KELLY, M. D. **4813 NEWBOLD DRIVE** 

GOVERNOR'S OFFICE

# RECEIVEL

Gov. Parris N. Glendening State House Annapolis, MD 21401

Dear Governor Glendening,

SECRETARY DEPARTMENT OF TRANSPORTATION

At the recommendation of Mrs. Leslie Silver, assistant to Delegate Marilyn Goldwater of the 16th Legislative District I am writing to you regarding the crucial need for highway sound barriers in our neighborhood, the Bradley Manor community.

Sound barriers have been erected recently directly across from us (north of 495) and up to Fernwood Rd., the eastern boundary of our neighborhood. Despite claims that there would be no reflected noise from the barriers to our north, the noise level has clearly increased since the erection.

In August 1996, I wrote to Delegate Goldwater to express my concern regarding delays and inactions in providing barriers. It was suggested that we would be included in the sections of barriers going up around us. Instead the work stopped short of our community.

The sentiments I expressed in the letter to Delegate Goldwater must again be heard and therefor I am enclosing a copy of it with this letter.

I am encouraged that this issue has reached your attention. I know that you have made "quality of life" a premier priority for the state and this certainly qualifies as such a priority.

Thank you for your time and consideration.

Yours truly.

### OFFICE OF THE GOVERNOR MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below.

Also, if there are any questions as to how to respond, please call the unit listed below.

LID: 41298

ReceiveDate: 8/15/97

Assign Date: 8/11/97 Deadline Date: 8/29/97

Name:

H. Vincent Kelly, M.D.

6813 Newbold Drive Bethesda, MD 20817

OF TRANSPORTATION

Subject:

COMPLAINT

Description: Comments on the increased noise level since sound barriers

were erected directly across from their community on 495.

Agency:

MDOT

Unit:

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If the response to this correspondence should be handled by another agency, please complete the following information and forward the completed form and the correspondence to the proper agency. Also, copy the completed form and send the copy to the unit indicated above.

Re-Directed to :	
Date:	

241

H. Vincent Kelly, M.D. 6813 Newbold Drive Bethesda, MD 20814

August 29, 1996

The Honorable Marilyn Goldwater 5508 Durbin Road Bethesda, MD 20814

Dear Delegate Goldwater:

My family has lived at 6813 Newbold Drive in Bethesda since May 1968. We selected this home to raise our five children because it was an attractive quiet street with ready access to Fernwood Elementary School and Recreation Center. We shared a true love of our development with an extraordinary group of neighbors. We were obviously aware that the very new "beitway" was adjacent to our properties. There was no indication then that it represented a threat to the area's quality of life. Nor were we presented with any warnings by state officials that we were in for future trouble. A planned "outer beltway" was going to meet future traffic growth and provide a north-south bypass for trucking and other vehicles. The wooded backyards provided a visual barrier to any view of traffic and there simply was no aural infringement onto our properties. Outdoor activities were an integral part of the enjoyment of the high quality of life of our wonderful neighborhood.

Twenty-eight years later that idyllic setting has been marred by a series of unpredictable events. There is no outer beltway and traffic has increased by quantum leaps. The beltway roadway was resurfaced a few years ago leading to an immediately magnified sound from the passing traffic. At the height of daytime traffic in our backyards you - literally - cannot hear yourself talk! Now, we are further threatened by sound barriers being raised on the outer loop of the beltway across from our homes. We are told and it makes acoustical sense that we will receive our usual noise plus the reflected sound waves bouncing off these northern placed sound barriers.

I have had state highway sound engineers record a decibel reading in my backyard above the "legal EPA limit" yet he could offer no hope of remedial action by the state by erecting barriers. He assured me that increasing vegetation in the yard would not have any dampening effect. Since that time, I have erected at the edge of my property an 8 foot solid fence. It improves the view but does little to quell the sound. We decided to erect a 7 foot solid brick wall to enclose a "patio-courtyard" and to keep out the noise. It's quite lovely but the noise remains. We've been told

My

that individual measures are of little use since the sound will pour in from our neighbors yards. Only state constructed sound barriers next to the beltway that shield the entire neighborhood will work.

The long delay in getting barriers we are told is a question of timing. We moved in after the beltway was constructed - begging the question, "So?" We ,moved in before traffic volume ballooned, before the roadway resurfacing, before we could know an "outer beltway" was so much fantasy, and certainly before the raising of outer-loop barriers across from us. Using the same logic that denies us barriers shouldn't we conclude that these developments after we moved in and that have created a noise level that does warrant sound barriers by every other criteria are really the pertinent considerations. The beltway was there, true, but a road does not make noise - traffic does.

We are therefore petitioning as loyal citizens of Bradley Manor, Montgomery County and the State of Maryland that the State provide relief from the noise pollution that is impairing the quality of life in our neighborhood because of developments that have occurred after we moved in to our homes.

We are grateful to you Delegate Goldwater for listening to our petitions and hopefully taking up our cause. I would extend a genuine invitation to you. Please consider coming to our home and sharing a moment with us on our patio/courtyard. That will be the best way to convey to you the extent of our dilemma. Just as a picture is worth a thousand words, one visit, however brief, to any of our backyards will produce an irreplaceable "auditory picture" for you.

Sincerely.

Catherine and Vincent Kelly

243



STATE OF MARYLAND OFFICE OF THE GOVERNOR

> PARRIS N. GLÉNDENING GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE 100 STATE CIRCLE ANNAPOLIS, MARYLAND 21401 (410) 974-3801

Washington Office Suite 311 444 North Capitol Street, N.W. Washington, D.C. 20001 (202) 638-2215

TDD (410) 333-3098

July 17, 1997

Mr. Dennis Kinsel 9313 Millbrook Road Ellicott City MD 21042

Dear Mr. Kinsel:

Thank you for your recent internet message regarding the approval of a sound barrier for the Millbrook Road community on I-70 in Howard County. It was a pleasure to be able to provide funding for this much needed project.

This is a perfect example of how federal, State and county governments working together can solve a common problem for our citizens. The active participation of you and your community has helped us to continue to take positive steps to improve the quality of life and enhance safety for our fellow citizens both for today and in the future.

Thank you again for your internet message. I appreciate hearing from you and am pleased that we could help your community. If you have any questions or concerns on this matter, please do not hesitate to contact Mr. Charles Adams, the State Highway Administration's Director of Environmental Design, at (410) 545-8640.

Sincerely,

Parris N. Glendening

ani N. Glasle

Governor

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway

Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

bcc: Noise-Abatement-Team, State Highway Administration

Prepared by Philip Troll, Environmental Design, SHA, 410-545-8600

6/26/97 E:\CORRESP\1997\DRAFTS\KINSEL.DLW

6-2jun 25 '97 01:10PM SHA ADMINISTRATOR 410 333 1586 410859.3/8;# 5/

in the Milbrook Road Committee

round

(I-70)

Pron:

<Kingel9313@aol.com>

To:

OGMD.OGANN (governor)

Date:

6/18/97 8:04pm
Thanks for approval of I-70 sound barrier

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JUN 1 9 1997

Dear Govenor Glendening:

**GOVERNOR'S OFFICE** 

Residents were elated to learn that you had approved the sound barrier for the Millbrook Road Community which is located on the south side of 170 and east of St. John's Lane. The community has been trying for many years to make this item a reality.

Your office provided the funding commitment from the state as part of the six year Consolidated Transportation Program. This in addition to the data provided by Ken Polcak of the SHA, Office of Environmental Design, gave the community the support needed to receive the required match funding in the Howard County budget.

Attatched is a copy of the material presented to budget hearings (item J-4172) which residents attended in order to obtain the county funding.

Again, a sincere thanks. We hope the construction process will proceed rapidly.

Dennis A.

Kinsel

Millbrook Road

City, Maryland 21042

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9313

Ellicott

410-461-3802

RECOVED

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SECRETARY
DEFANTMENT OF TRANSPORTATION

Kinsel9313@aol.com

Sound Barrier (J-4172)
(Millbrook Road Community, Howard County, Maryland

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# OFFICE OF THE GOVERNOR MAIL FORM

Total Assessment of the

247

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

LID: 37185

ReceiveDate: 6/20/97
Assign Date: 6/18/97
Deadline Date: 7/4/97

Name: Dennis A. Kinsel

9319 Millbrook Road Ellicott City, MD 21042 RECEIVED

JUN 25 1997

SECRETARY DEPARTMENT OF TRANSPORTATION

Subject:

SOUND BARRIER REQUE

Description: Expresses appreciation regarding the recent approval for I-70

sound barrier construction in the Milbrook Road Community.

Agency:

DSI

Unit:

#### RE-DIRECT INFORMATION

If the response to this correspondence should be handled by another agency, please complete the following information and forward the completed form and the correspondence to the proper agency. Also, copy the completed form and send the copy to the unit indicated above.

Re-Directed to:	MODI	
	173/97	
Date:	6   23   1	ع كنف مسان موسود

Pron:

<Kingel9913@aol.com>

To:

OGMD.OGANN (governor)

Date

6/18/97 8:04pm

subject:

Thanks for approval of I-70 sound barrier

IIIN 1 9 1997

Dear Govenor Glendening:

**GOVERNOR'S OFFICE** 

Residents were elated to learn that you had approved the sound barrier for the Millbrook Road Community which is located on the south side of I70 and east of St. John's lane. The community has been trying for many years to make this item a reality.

Your office provided the funding committment from the state as part of the six year Consolidated Transportation Program. This in addition to the data provided by Ken Polcak of the SHA, Office of Environmental Design, gave the community the support needed to receive the required match funding in the floward County budget.

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Millbrook Road

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37/83

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9313

Ellicott

410-461-3802

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SECRETARY DEPARTMENT OF TRANSPORTATION

Kinsel9313@aol.com

Sound Barrier (J-4172)
(Millbrook Road Community, Howard County, Maryland

Eistory

- Willbrook Road community developed prior to 1-70
- T Original proposal for I-70 was to be further below grade
- Many requests in the past have not produced any barrier
- 30-40 homes affected by noise with over 80 residents (11 back directly to I-70)
- Tone of the homes is a halfway house for autistic juveniles
- n Inquiries regarding sound levels made to state highway beginning in early
- 198056
- 1 Speed limit increased to 65 mph; accompanying noise also increased
- (exponential) Traffic levels have been increasing due to residential development in
- I Sound tests conducted in 1988, 1996 (with over 2 feet of snow absorbing Howard county
- conclusively demonstrated that sound levels exceed FHWA Simpact thresholds
  - 67 dBA between 4-11 am and 3-7pm ( pummeled 13 hours/day !! )

### What ites like for a resident

- Intolerable noise during early morning, evening hours
- T Fitful sleep
- Rattles windows, walls, pictures on walls
- Woves china in cabinets, rattles teeth
- n Cracks storm windows
- $_{\pi}$  Affects pets and wildlife
- Road fumes and chemicals destroys paint, house shrubbery
- T Canat open windows, sit on porches, have a normal conversation with neighbors

#### Future

- Traffic volume, associated noise and associated adverse effects expected to increase
- Possible expansion of I-70 to multiple lanes
- There is no other relief possible

### The status of J-4172

- Parris Glendsning, Senator McCabe, Charlie Ecker, Darryl Drown, and Vernon Gray
  - support the barrier
- 7 County planning board has placed the highest priority on the project
- I SEA has provided voluminous sound study data to the department of public
- I State has committed to 80% of the costs, county match of 20% (\$200k
- Preliminary design has been performed by the SEA

#### Concluding Remarks

1 30 years have elapsed since I-70 was built and prior requests for a sound barrier

have failed to produce any relief

- 1 30 years of residentEs state and county taxes have not provided a solution
- The sound barrier is not a luxury but a necessity
- No other county project has this level of state funding
- Thildren in this community have a place to play but cange use it
- This is the opportunity to deliver a needed solution in Howard county
- 1 Let us finally make the sound barrier a reality

Mr. Dennis Kinsel {PRIVATE }
9313 Millbrook Road
Ellicott City MD 21042

Dear Mr. Kinsel:

Thank you for your recent E-Mail to the Governor regarding the approval of sound barriers for the Millbrook Road community along I-70 in Howard County. The Governor has read your message and asked me to respond on his behalf.

The Governor's recent announcement of Federal, State and County government coming together to solve a common problem for citizens in this area was welcome news. The active participation of you and your community helped us to continue to take positive steps to improve the quality of life and enhance safety for our fellow citizens both for today and in the future.

Again, thank for your comments and concern. If you should have any other questions or concerns on this matter, please do not hesitate to Mr. Charles Adams, SHA's Director of Environmental Design at (410) 545-8640.

Sincerely,

David L. Winstead Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

bcc: Noise Abatement Team, State Highway Administration

6/26/97 E:\CORRESP\1997\DRAFTS\KINSEL.DLW

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Name: Dennis A. Kinsel

> 9315 Millbrook Road Ellicott City, MD 21042

RECEIVE

JUN 25 1997

SECRETARY DEPARTMENT OF TRANSPORTATION

Subject:

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Agency:

120

Unit:

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Date:	61	651			

6-2JUN 25 '97 01:10PM SHA ADMINISTRATOR 410 333 1586 - Apress appreciation (rigans in the Milbrook Read Com

Prom:

<Kingel9313@aol.com>

To:

OGMD. OGANN (governor)

6/18/97 8:04pm

Subject:

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JUN 19 1997

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Kinsel

Millbrook Road

City, Maryland 21042

9313

Ellicott

410-461-3802

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SECRETARY beganthent of transportation

Kinsel9313@aol.com

Sound Barrier (J-4172) (Millbrook Road Community, Howard County, Maryland

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This is the opportunity to deliver a needed solution in Howard county

Let us finally make the sound barrier a reality

STATE OF MARYLAND

257



April 28, 1997

PARRIS N. GLENDENING GOVERNOR

ANNAPOLIS OFFICE STATE MOUSE 100 STATE CIRCLE ANNAPOLIS, MARYLAND 21401 (410) 974-3901

WASHINGTON OFFICE SUITE 311 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

700 (410) 333-3098

Ms. Betty Kirkland
Lanham Station Area Citizen's Association
P.O. Box 215
Lanham MD 20706

Dear Ms. Kirkland:

cc:

It is my pleasure to advise you that an agreement has been reached between the State and Prince George's County on the funding for the Lanham Station sound barrier. This project, which was a personal priority of mine, was made possible by working in partnership with Senator Leo E. Green, Delegates Joan Pitkin, James Hubbard, Mary Conroy, and County Executive Wayne Curry.

You and your neighbors have been awaiting this much needed project for some time. Thank you for your patience, and I am pleased that we will be moving forward quickly with this important project. The design is currently being completed and the project is expected to be put out for bids this Fall. Representatives from the State Highway Administration will contact you to schedule a community meeting to review the project details and schedule. In the meantime, if you have any questions, please feel free to contact Mr. Charles B. Adams, Director of Environmental Design with the State Highway Administration, who may be reached at (410) 545-8640.

Sincerely.

Parris N. Glendening

Governor

The Honorable Wayne Curry, County Executive, Prince George's County

The Honorable Leo E. Green, Member, Senate of Maryland

Mr. Charles B. Adams, Director of Environmental Design, State Highway

Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

Ms. Betty Kirkland Page Two

bcc: Mr. James Hade, Team Leader, Noise Abatement Team, State Highway Administration
Mr. Charlie Watkins, District 3 Engineer, State Highway Administration



Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

June 19, 1997

Mr. Henry J. Knott, Jr. 3904 Hickory Avenue Baltimore MD 21211

Dear Mr. Knott:

This letter is written in response to your recent letter to Mr. James Hade with the State Highway Administration about the noise barrier project on I-695 east of Joppa Road to Thornton Road. I appreciate your concerns as well as the opportunity to clarify the situation relative to the Trinity Church.

The State Highway Administration (SHA) is completing additional analyses to determine both the existing noise impact and expected future noise levels when the beltway is expanded in this area. All of this information is being developed in response to comments and questions received at the April 17 and May 1 community meetings and was presented at a meeting held on June 4 at the Riderwood Elementary School. The input received from those who attended the meeting was very valuable. As a result, SHA will be developing additional information about the extent of the noise impact and about sound barrier options that would effectively reduce that impact. Where noise levels are determined to be at or above 66 decibels, we will consider providing a barrier.

The SHA will perform additional analyses to determine if there are noise levels from the beltway impacting developed portions of your property. If so, they will investigate the feasibility of constructing a sound barrier to reduce that impact. Unfortunately, we cannot consider noise barriers to protect undeveloped property.

The decision to build a barrier and the determinations of the barrier's length and height are based on several key factors. One is the presence of exterior noise-sensitive land uses that are expected to experience noise levels greater than the State's impact threshold of 66 decibels. These noise-sensitive land uses may include residential, educational and religious activities. The key is the presence of an exterior noise-sensitive use. The initial analysis did not consider the Trinity Church as noise sensitive. This area is now being reevaluated based on the presence of the school the church has started. The views of the owners of the affected properties are also important. If an impacted property owner would benefit from a noise barrier and does not want one, we must consider this in making our decision.

Your letter to Mr. Hade also indicated statements were made about building a barrier if there were a school at the Trinity Church. Any statement to this effect has to be based on exterior land use, noise level and the views of the affected property owners. When a final decision is made, it will be based on protecting those areas that are both impacted and desire protection. I apologize if this did not come across clearly.

Again, thank you for your letter. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at (410) 545-8640.

Sincerely,

David L. Winstead

Secretary

cc: The Honorable Barbara A. Hoffman, Member, Senate of Maryland Mr. Charles B. Adams, Director, Environmental Design, State Highway Administration

Mr. Henry J. Knott Page Three

bcc: Mr. James Hade, Noise Abatement Team, SHA

Mr. David Malkowski, District Engineer, SHA

Mr. Parker F. Williams, Administrator, SHA

RECEIVED

IN 25 1971

LAINDSCAPE
DIVISION

Ms. Mary J. Kozoma 7009 Rainswood Court Bethesda MD 20817

Dear Ms. Kozoma:

Thank you for your recent letters to Governor Glendening, Transportation Secretary David L. Winstead and me regarding the status of a sound barrier on the inner loop of I-495, West of Greentree Road. I certainly appreciate your concern for your fellow residents of Rainswood Court. The Governor asked me to respond on his behalf.

You expressed concern about a "gap" between two areas eligible for sound barriers. The final end points of a barrier for the Longwood area have not been determined. A detailed engineering review will determine the limits of the barrier during the design phase. The barrier will be designed to protect homes which are eligible under the provisions of our noise policy. The engineering study will show whether or not your homes will experience additional noise as a result of the project and would address such matters as they arise.

In answer to your question on the date criterion, prior to the 1976 enactment of the United States Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal-Aid Highway Program Manual - Procedures for Abatement of Highway Traffic Noise and Construction Noise (Volume 7, Chapter 7, Section 3), highway noise was not identified as an environmental impact. In other words, people could not be reasonably aware of noise potentials until traffic could move uninhibited, completely through the system. The States policy is designed to only hold developments accountable when a highway system is considered completed. Even though segments of I-495 were open as early as 1959, we hold the system opening date as 1964. Homes that had obtained building permits in 1964 may not have been completed until 1965. The policy considers homes built in the 70's and 80's, adjacent to the operational facility, to be ineligible for noise abatement. Enclosed is a copy of our community resource brochure together with a copy of the noise policy. This information will be of some assistance to you in understanding the reasoning on these policy decisions.



Again, thank you for your letter. The Governor appreciates hearing from you and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, our Director of Environmental Design, who may be reached at 410-545-8640 or, toll-free in Maryland, at 1-800-446-5962.

Sincerely,

Parker F. Williams Administrator

**Enclosures** 

cc:

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Ms. Mary J. Kozoma Page Three

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Ms. Leslie Frelow, Assistant to the Deputy Secretary, MDOT

Mr. James Hade, Noise Abatement Team Leader, SHA

Mr. Philip Troll, Noise Abatement Team, SHA

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #10031

Ms. Rhoda Washington, Special Assistant to the District 3 Engineer, SHA

Mr. Charles K. Watkins, District 3 Engineer, SHA

Drafted by: Philip Troll, OED/LAD/NAT -- January 7, 1998

SERIAL: #10031 - OED1358

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Noise Team . F41

January 2, 1998

The Honorable Parris N. Glendening Governor State House 100 State Circle Annapolis, Maryland 21401

Subject: Noise Barrier West of Greentree Road Inner Loop of I-495

Dear Governor Glendening,

Thank you for your interest and support in creating initiatives to improve the quality of life for Maryland citizens. Your focus and consistency in this area is admirable. As a resident of Maryland, a recent decision regarding a 500 foot gap in the construction of noise barriers in our area has a negative impact and a hint of discrimination that warrants consideration.

The inner loop of I-495 from Bradley Boulevard to Fernwood Road has been classified as eligible for noise barrier construction **except for a 500 foot gap west of Greentree Road**. The reason for the 500 foot gap is that the houses in this area were constructed after the beltway. However, the significant decibel recordings meet the criteria. There is an initiative to "restudy the section", but the timeliness and coordination for the eligible noise barrier is questionable.

I have some crucial concerns regarding eligibility for the noise barrier for which our section is eliminated and not found eligible.

1. Since beltway construction was initiated in 1959/early 1960 and completed August, 1964, it appears by public record that there is a discrepancy in eligibility criteria which approves some areas and not others. Homes were constructed in 1963 on Newbold Drive while the beltway was being constructed. Those homes built while the beltway was under construction were in full knowledge of what was occurring. The plans had long been in existence and the positioning of the beltway had been long laid down as planned and approved.

The section of I-495 west of Fernwood is eligible and yet these homes were built in 1963 and afterward which indicates building permits were obtained. Again the beltway plans existed and was under construction. The few homes on Newbold Drive built in 1963 were the criteria for the eligibility of other homes later build on Newbold Drive, Newbold Place, and Newbold Court, yet homes on Longwood Drive, much, much older, were not used as criteria to determine eligibility for Rainswood Court, Brooke Drive and Greentree Road. Our observation of the eligibility for the 5 Newbold Drive homes built in 1963 that were used as criteria for all of Bradley Manor to be eligible for the barrier, are a great distance from the beltway and perhaps a greater distance than the 1940's and 1950's homes in the 7000 and 7100 blocks of Longwood Drive that would be impacted by the 500 foot gap. Why are we different?

26

2. Criteria for eligibility (homes built prior to the beltway) allow some newer homes to be "sandwiched" in between (7200 block of Armat Drive). These homes were built after ours and are granted roughly the same length or greater of noise barrier coverage as the 500 foot gap in our area.

The logic of this is not clear, since we have homes a short distance behind ours which are effected by the beltway noise and would be impacted by the 500 foot gap, and constructed before the beltway (7000, 7100 block of Longwood Drive and some 7200 block homes on Longwood Drive) as well as a 1963 Brooke Drive home. Can this fine line of discrimination be explained?

Allowing this 500 foot gap in the noise barrier construction, in essence allows the state to worsen our current beltway noise, potentiate a significant funnel effect for increased noise, and further decrease the quality of life. Unfortunately, the state will directly contribute to decreased property values for this area because of inconsistency in applying eligibility criteria. We do not consider our homes the buffer zone for homes built prior to the beltway. Yet this is what the state has unfairly determined.

In fairness to all Maryland citizens and taxpayers, consistency should be afforded all. If my assessment is correct, it is very difficult to accept a state decision to worsen the quality of life for a small area of Maryland which falls into the same criteria as all of the homes being covered by the noise barrier.

Please consider these significant points of inconsistency. The profound adverse impact on our community is also inconsistent with your initiatives to improve the quality of life for Maryland citizens. Thank for your attention to this important issue involving fairness and the quality of life focus.

Sincerely,

Mary J. Kozma

7009 Rainswood Court Bethesda, MD 20817

Mary Stopmer

Secretary David L. Winstead, Maryland Department of Transportation Mr. Parker F. Williams, Administrator, State Highway Administration Mr. Charles Adams, Director, Office of Environmental Design SHA Senator Brian E. Frosh, 16th District Delegation Delegate Gilbert J. Genn, 16th District Delegation Delegate Marilyn Goldwater, 16th District Delegation Delegate Nancy K. Kopp, 16th District Delegation

The Honorable Parris N. Glendening

Governor Value

State House Please Prepare Response for Secretar

100 State Circle

Signature

of July P

Annapolis, Maryland 21401

January 2, 1998.

RECEIVED

Subject: Noise Barrier West of Greentree Road Inner Loop of I-495

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ICRETARY DEPARTMENT OF TRANSPORTATION

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Sincerely,

Mary J. Kozma

7009 Rainswood Court

Bethesda, MD 20817

Secretary David L. Winstead, Maryland Department of Transportation Mr. Parker F, Williams, Administrator, State Highway Administration Mr. Charles Adams, Director, Office of Environmental Design SHA Senator Brian E. Frosh, 16th District Delegation Delegate Gilbert J. Genn, 16th District Delegation Delegate Marilyn Goldwater, 16th District Delegation Delegate Nancy K. Kopp, 16th District Delegation



## Maryland Department of Transportation State Highway Administration

David L. Winstead Secretary

Parker F. Williams
Administrator



August 22, 1997

Ms. Francine Kurlansky 7601 Dwight Drive Bethesda, MD 20817

Dear Ms. Kurlansky:

It was a pleasure to speak with you again recently regarding the status of the noise level analysis for your community along I-495. I have enclosed copies of the results of the noise level testing as we discussed (labeled as Exhibit 1), and regret the delay in getting this information to you. Your patience is greatly appreciated. In addition to the 24-hour measurement data from your home, I've also included noise level data and diagrams from three other locations in the area.

Specifically, Exhibit 1 shows a compilation of the continuous 15-minute noise level values collected during our test, and a composite hourly average noise level (labeled "Hourly Leq"). The shaded values are those at 66 decibels (dBA) or above. A graphical depiction of the same data is shown at the bottom of Exhibit 1, and includes a comparison with the impact threshold level of 66 dBA. In addition, I've included our field data sheets for each of the three additional "short-term" noise level tests (location diagram, time, etc.), and the actual printouts of the noise level data for each test. On the printouts, I've also highlighted the average (Leq) noise level related to each attached datasheet. Finally, I've included a three page information package of explanatory notes that more fully explains all the data shown on the printouts.

As I mentioned, the noise policy is still being finalized and thus, our initial target date for having decisions rendered on new potential project areas must be pushed back. The original intent was to have the policy issues settled by now. However, we are continuing our data collection and technical evaluations so that when the time comes, we will have all the information needed to complete the policy evaluations quickly. I will continue to keep you updated periodically on our progress.

Again, thank you for your patience. If you have any further questions or comments in the meantime, please feel free to call me at (410) 545-8601.

Sincerely

Kenneth D. Polcak

Noise Abatement Design and Analysis Team

Enclosures

cc: Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

October 10, 1997

LMH

cc:

See also hance Hall"

Tropp Creek Court lmh@arinc.com

Dear LMH:

Thank you for your recent Internet inquiry to Governor Glendening regarding sound barriers for Aris T. Allen Boulevard (MD665) in Annapolis. The Governor asked me to respond on his behalf.

There are two instances when sound barriers are considered in Maryland. The first is when expansion of an existing highway is planned and the second is for those areas that were built before the construction of the original highway, at a time before noise was a recognized adverse impact. Communities built after the highway are not eligible for sound barriers. The emphasis of our sound barrier policy is that local government is responsible for addressing highway noise when reviewing proposals for a new noise sensitive development.

The State Highway Administration (SHA) Office of Environmental Design is responsible for overseeing the State's involvement with sound barriers. If you would provide them with more specific information detailing exactly where your community is, I am quite sure they would be most helpful in answering your questions. If you could provide them with a mailing address, they will forward to you a copy of Maryland's Noise Policy and a copy of SHA's Community resource guide for your use.

Thank you for your inquiry. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding noise abatement matters, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached via the Internet at cadams@sha.state.gov.md.us, or by telephone at 410-545-8640.

Sincerely,

David L. Winstead Secretary

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

bcc:

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Drafted by: Mr. Philip Troll, OED/LAD/NAT -- October 10, 1997 -- Serial #7332

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P.1/2

J.H.

# THE SECRETARY'S OFFICE MDOT - SHERRY VARNER - MS 255 REQUEST FOR PREPARATION OF GOVERNOR'S CORRESPONDENCE

271

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To:	WILLIAMS	:	DATE:	10/10/97
FROM:	, LMH@ARINC 10/03/97	ļ.	•	•
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P.2/2

RECEIVE

Date: Fri, 03 Oct 1997 15:35:15 -0400

From: PARRIS Glendening < GOVERNOR@gov.state.md.us>

To: winstead@clark net

Subject: Noise Barriers -Forwarded

act 8

7.332 SECRETARY

DEPARTMENT OF TRANSPORTATION

Date: Fri, 03 Oct 1997 14:42:43 -0400

From: <mh@arinc.com>

To: governor@gov.state.md.us

Subject: Noise Barriers

Sir,

Maybe you can help me. I live in Annapolis. My home is next to a highway (665 - Aris T. Allen Blvd). Trees separate my house from the highway. I inquired about a noise barrier to the following people:

Developer: He says there was a problem between them in the City - No Mayor's office: They said it was a state highway - Not responsible Dept. of Transp.: They said that since the development came after the highway was already there, it is a city problem City of Annapolis: They said it was a State problem Alderman Ward 5 - No response

I understand that the county is in the process of fighting developers that build so close to a major highway.

In the mean time, what are my options? What is the law? Who is responsible?

Thank you for your help in this matter.

epare Response For Secretary, a

To: <lmh@arinc.com>

From: David Winstead <winstead@clark.net>

Subject: Noise Barriers

Cc:

Bcc: <governor@gov.state.md.us>

Attached:

October 22, 1997

lmh@arinc.com 🚿

Dear Sir or Madam:

Thank you for your recent internet message to Governor Glendening regarding sound barriers for Aris T. Allen Boulevard (MD 665) in Annapolis. The Governor asked me to respond on his behalf.

In Maryland, sound barriers are considered for two types of communities. The first is an existing community which will suffer an adverse noise impact as a result of the expansion of an existing, State-owned highway. The second is for communities that were built before the original highway was, at a time before noise was recognized as having an adverse impact on residents. Communities built after the highway are not eligible for State-funded sound barriers unless the highway is expanded.

The State Highway Administration (SHA) oversees the State's involvement with highway sound barriers. Their noise policy emphasizes that, when a local government reviews proposals for new developments which may be sensitive to highway noise, the local government is responsible for addressing the noise issue.

Again, thank you for your internet message. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached via the internet at cadams@sha.state.gov.md.us, or by telephone at 410-545-8640. He would also be pleased to send you a copy of the noise policy and other material, if you would let him know your mailing address.

Sincerely,

David L. Winstead Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration Mr. Parker F. Williams, Administrator, State Highway Administration 272

lmh@arinc.com Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Drafted by: Mr.Philip Troll, OED/LAD/NAT -- October 10, 1997 -- Serial #7332 E:\CORRESP\1997\LMH 1003.DLW 00/00/00 0:00 AM



## Maryland Department of Transportation State Highway Administration

275

David L. Winstead Secretary

Parker F. Williams
Administrator

July 29, 1997

Ms. Paula Laboy 8222 Stone Trail Drive Bethesda, MD 20817

Dear Ms. Laboy:

Thank you for you phone call regarding your community and highway noise originating from I-495.

As you requested I have attached a copy of the Noise Impact Analysis for the Proposed Widening of I-495 dated December of 1984, and a copy of the "Finding of No Significant Impact" (FONSI) approved July 20, 1988. These documents were developed to address the widening of the "Capital Beltway" (I-495) from North of MD 190 (River Road) to Virginia Route 193 (Georgetown Pike). I have taken the liberty of highlighting the portions of the documents relating to you community. Unfortunately, I was in error when I thought we had taken recent noise measurements in your community. We have no record of any noise measurements being taken since 1988. The 1988 noise readings are shown on Table 3 of the FONSI and were taken at 8218 Stone Trail Drive.

The State Highway Administration is evaluating numerous communities for their eligibility under the revised noise policy. The Carderock Springs community will be included among those to be evaluated. The review is scheduled to be completed in early fall of 1997, at which time we will advise you of the results.

Once again thank you for your concerns about highway noise. If you have any questions concerning this information please do not hesitate to call me at (410) 545-8599.

Sincerely,

James To Hade

James D. Hade

Team Leader

Noise Abatement Team



## Maryland Department of Transportation

The Secretary's Office

276

Parris N. Giendening Governor

David L. Winstead
Secretary

John D. Porcari
Deputy Secretary

July 11, 1997

The Honorable Betty Ann Krahnke Montgomery County Council 100 Maryland Avenue Rockville MD 20850

Dear Councilwoman Krahnke:

Thank you for your recent letter in support of our revised sound barrier policy. I am pleased to hear you feel there have been improvements over the previous policy. At the direction of Governor Glendening, our intent when we undertook the review was to increase the flexibility of the approach to the review and evaluation of requests for sound barriers.

You have maintained a strong interest in the issue of sound barriers, particularly in the noise triangle area of the I-270 spurs and I-495. The State Highway Administration has completed a preliminary review of the issues at numerous communities and as a result of this review still has some remaining work to do. It is anticipated this additional analysis will be completed by the end of the summer, at which time you will be contacted. We want to make sure our decisions on sound barriers are fair and equitable.

Again, thank you for your continued interest in the sound barrier program and also your patience and understanding as we work through these reviews. If you have any questions, please call me or feel free to contact Ms. Leslie Frelow, who may be reached at (410) 865-1010.

Sincerely,

David L. Winstead

Secretary

cc: Ms. Leslie Frelow, Special Assistant to the Deputy Secretary, Maryland Department of Transportation

865-1000

The Honorable Betty Ann Krahnke Page Two

bcc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. James Hade, Team Leader, Noise Abatement Team, State Highway Administration

Mr. John Lewis, Jr., State Legislative Officer, Maryland Department of Transportation

Mr. Parker F. Williams, Administrator, State Highway Administration



## Maryland Department of Transportation State Highway Administration



Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

July 11, 1997

Ms. Paula Titus Laboy Carderock Springs Citizens Association P.O.Box 34831 Bethesda MD 20827

Dear Ms. Laboy:

Thank you for your recent letter regarding highway traffic noise along I-495 in the Carderock Springs community in Montgomery County. I certainly appreciate your concern and want to give you an update on the progress of our work on this issue as it relates to Carderock Springs.

A number of communities have been identified in Montgomery County which are affected by traffic noise. We are looking at all communities in the I-270 spurs and I-495 "noise triangle" to evaluate those areas, in light of our new noise policy, that pre-date the original highways and those which do not pre-date the highways. These analyses will be completed by the end of Summer.

Again, thank you for your letter. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design at 410-545-8640.

8incerely

W/10/2/1/

Parker F. Williams

Administrator

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA

My telephone number is \_\_\_\_\_

Ms. Paula Titus Laboy July 11, 1997 Page Two

bcc: Mr. James D. Hade, Team Leader, Noise Abatement Team, SHA Mr. Kenneth D. Polcak, Noise Abatement Team, SHA

Attachment A

NOISE IMPACT ANALYSIS

OF THE

PROPOSED WIDENING OF

INTERSTATE ROUTE 495

FROM

RIVER ROAD TO THE POTOMAC RIVER MONTGOMERY COUNTY, MARYLAND

STATE CONTRACT M 355-101-372

Prepared For The

MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

By .

GREINER ENGINEERING SCIENCES, INC. BALTIMORE, MARYLAND

DECEMBER 1984

July 7, 1997

Ms. Paula Titus Laboy Carderock Springs Citizrens Association P.O.Box 34831 Bethesda, MD 20827

Dear Ms. Laboy:

cc:

Thank you for your recent letter regarding highway traffic noise along I-495 in the Carderock Springs community in Montgomery County. I certainly appreciate your concern and want to give you an update on the progress of our work on this issue as it relates to Carderock Springs.

There have been a number of communities identified in Montogomery County that are affected by traffic noise. At this time, we are essentially looking at all communities in the I-270 spurs and I-495 "noise triangle", with the intent to assess all of these areas in light of the new Policy, including both those areas which pre-date the original highways, and those which do not. Until the State Highway Administration (SHA) has completed the required analyses, we are not making any new approvals for funding of new noise barrier projects. We anticipate that all the analyses and review will be completed by the end of this summer, at which time we will notify you of the outcome.

Again, thank you for your letter. If you should have any further questions concerning this matter, please feel free to contact Mr. Charles B. Adams, SHA's Director of Environmental Design at (410) 545-8640.

Sincerely,

Parker F. Williams Administrator

Mr. Charles B. Adams, Director, Office of Environmental Design, SHA

Ms. Paula Titus Laboy July 7, 1997

page 2

bcc: Mr. James D. Hade, Team Leader, Noise Abatement Team, SHA

Mr. Kenneth D. Polcak, Noise Abatement Team, SHA

prepared by: K.D. Polcak - 7/7/97

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## **CARDEROCK SPRINGS CITIZENS' ASSOCIATION**

P.O. Box 34831 Bethesda, Maryland 20827

June 25, 1997

Parker F. Williams, Administrator State Highway Administration 707 North Calvert Street Baltimore, Maryland 21202

Dear Mr. Williams:

The Carderock Springs Citizens' Association, representing the 409 households in our community, is formally requesting the installation of beltway noise barriers along the stretch of the beltway (495) which borders the homes in our neighborhood and the Carderock Springs Elementary School. Our residents and the children who attend our local school have waited patiently and endured excessive beltway noise long enough, and with the additional money recently pledged by Governor Glendening for the installation of noise barriers in the State, it is now Carderock Springs' turn to receive the noise barriers.

I spoke with Jim Hade in the Office of Environmental Design and the Department Highways on June 4, who informed me that the State Highway Administration requested that office to examine all neighborhoods bordering the 495/270 "noise triangle" in the Bethesda Area. According to Mr. Hade, current noise readings were taken earlier this spring in the Carderock neighborhood. I have not yet received a copy of those readings from Mr. Hade, although he promised to send them some time ago. Mr. Hade also quoted a "study" which indicated that the Carderock neighborhood would not show a significant increase in noise due to the recent widening of the beltway. I have not received a copy of this study from Mr. Hade yet either.

Most troubling about my conversation with Mr. Hade were his comments that whether our neighborhood is eligible for the noise barriers would be governed under the old SHA noise policy dated April 1987, and not the new policy dated December 9, 1996, because the expansion and capacity additions to the beltway were completed prior to the adoption of the new policy. The interpretation is **wrong** and

Mr. Williams June 25, 1997 Page 2

is not supported by the language of the new policy itself. *Nowhere* does the new policy currently in effect in this State indicate that the date of completion of a new road or an expansion govern which policy is applicable! Therefore, Carderock's request for the installation of noise barriers is entitled to consideration solely under the new and current SHA noise policy.

Under the noise policy, this request falls under the Type I category involving capacity additions to existing highways. Although I have not yet received all the current noise reading data as requested from the Highway Administration under the current noise policy, Carderock is eligible for the noise barriers based on data from ten years ago! The following facts provide a sampling of why Carderock deserves the installation of the noise barriers:

- In *November 1984*, the noise level readings for our neighborhood equaled or exceeded 66 decibels, the current threshold under the noise policy. (See Attachment A, Table 1.) By *July 1986*, the noise level at the Elementary School had increased from 69 to 72 decibels. (See Attachment B.)
- In *November 1984*, the impact of the installation of noise barriers was estimated to have reduced noise by from 9 to 12 decibels. The current noise policy only requires a reduction of 7-10 decibels. (See Attachment A, Table 3.)
- In May 1985, the Department of Transportation found that noise barriers were justified for our neighborhood. (See Attachment C.)
- The homes in our neighborhood were planned prior to and built virtually simultaneously with the beltway's initial construction, even if certain homes were completed after the beltway was.
- Over the past 30 years, the number of lanes on the beltway adjacent to our neighborhood has increased significantly, and the amount of traffic has grown exponentially. The increase in traffic is not expected to abate, but in fact is predicted to get worse. Preliminary talks are already underway for additional capacity increases to the beltway in our area.
- The students attending Carderock Springs Elementary School must endure excessive noise and exposure to pollutants emanating from the beltway.

Mr. Williams June 25, 1997 Page 3

This situation is exacerbated by the fact that this school is one of only a handful in the county which does not currently have air conditioning and which is not scheduled for renovations which would include adding air conditioning. As a result, the windows and doors to the school are frequently left open — to the roar of the nearby beltway noise and pollution.

- Safety is also an issue. Residents of our neighborhood living in close proximity to the beltway have reported persons knocking on their doors in the middle of the night claiming to have broken down on the beltway.
- Leveling of the earthen berm currently separating our neighborhood from the beltway occurred "accidentally" during the recent capacity expansion construction. Nothing was done to remedy this situation or the increase in noise it created.
- Over the years, the beltway's roadbed has been raised by repeated resurfacing and lane expansion. This has increased the amount of noise reaching our neighborhood homes, and created an eyesore. Residents can now see the signs and traffic on the beltway, where before they could not.

In light of the above and the relaxed noise policy currently in effect, noise barriers for the section of the beltway adjacent to the Carderock Springs neighborhood is both feasible under the policy and extremely desirable. This neighborhood has been waiting for more than a decade for sound barriers, and urges that the time for waiting is over and the time for action is upon us.

I look forward to your reply to our request. Thank you in advance for your attention to this matter, and please do not hesitate to contact me if you have any questions.

Sincerely,

Paula Titus Laboy

Second Vice-President

cc: Councilmember Betty Ann Krahnke

Senator Brian E. Frosh Delegate Gilbert J. Genn Delegate Nancy K. Kopp

Delegate Marilyn R. Goldwater

Secretary, Department of Transportation

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#### SECTION I: INTRODUCTION

#### PROJECT DESCRIPTION

The Maryland State Highway Administration is studying proposed improvements to Interstate Route 495 from River Road to the Potomac River in Montgomery County, Maryland (see Location Map). The study is considering the No-Build and Build alternates as follows:

#### No-Build Alternate

No major highway construction would occur with the No-Build Alternate to measurably affect the ability of the highway to accommodate the predicted increase in traffic volumes up to the design year 2010. The maintenance within the existing right-of-way would continue to performed as warranted. As the predicted traffic volume increases are realized, increasing congestion will be experienced by motorists.

#### Build Alternate

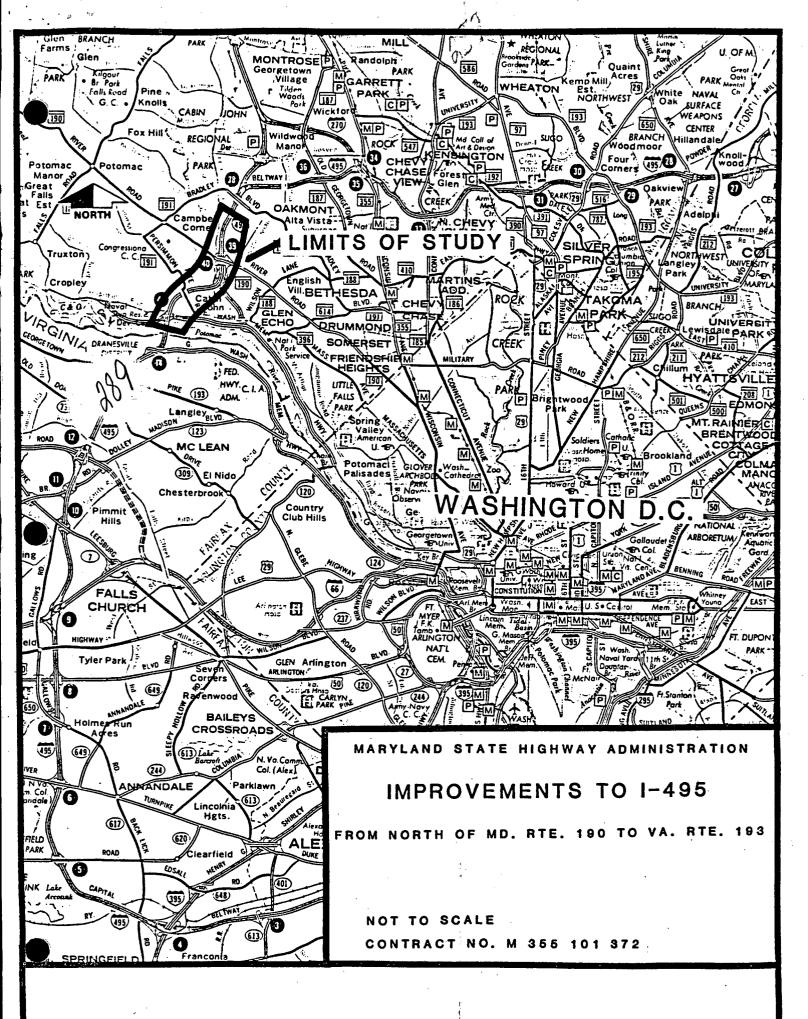
The Build Alternate involves widening on the inside or median side of the existing highway to achieve capacity requirements along I-495. This scheme would construct an additional travel lane on each roadway within the existing median area.

Outside shoulder improvements will be performed in several interchange areas and on curves to improve geometrical design.

#### SUMMARY OF IMPACTS

A noise monitoring program conducted by Greiner Engineering Sciences, Inc. in November 1984 indicated that existing noise levels at 10 of 23 receptors within three of six noise sensitive areas exceed the Federal Highway Administration (FHWA) 67 dBA noise abatement criteria.

Receptors within all six noise sensitive areas will experience design year (2010)  $L_{eq}$  noise levels above the FHWA criteria with the No-Build Alternate. These receptors would also experience design year  $L_{eq}$  noise levels above the abatement criteria with the Build Alternate.



LOCATION MAP OF STUDY AREA

Design year noise levels will exceed existing ambient noise levels by up to 9 dBA. Abatement considerations were examined at each of the sensitive areas. Of the abatement measures investigated, the design year noise levels can be effectively reduced in all six sensitive areas.

### SECTION II: EXISTING NOISE ENVIRONMENT

### IDENTIFICATION OF NOISE SENSITIVE AREAS

Six noise sensitive areas have been identified in the study area. These areas consist of residential, educational, recreational and religious uses. The six areas, designated A through F, as well as the ambient monitoring sites, are shown on Plates 1 and 2. All of the areas identified are Category B uses as defined by Federal Highway Administration FHPM 7.7.3.

Area A consists of the area west of I-495 and north of River Road (Maryland 190). The area is approximately one mile in length and includes ambient monitoring sites 11, 13, 14, 16, 18 and 19.

Area B is the area east of I-495 and north of River Road. As with Area A, the section extends approximately one mile. This area includes ambient sites 8, 12, 15, 17 and 20.

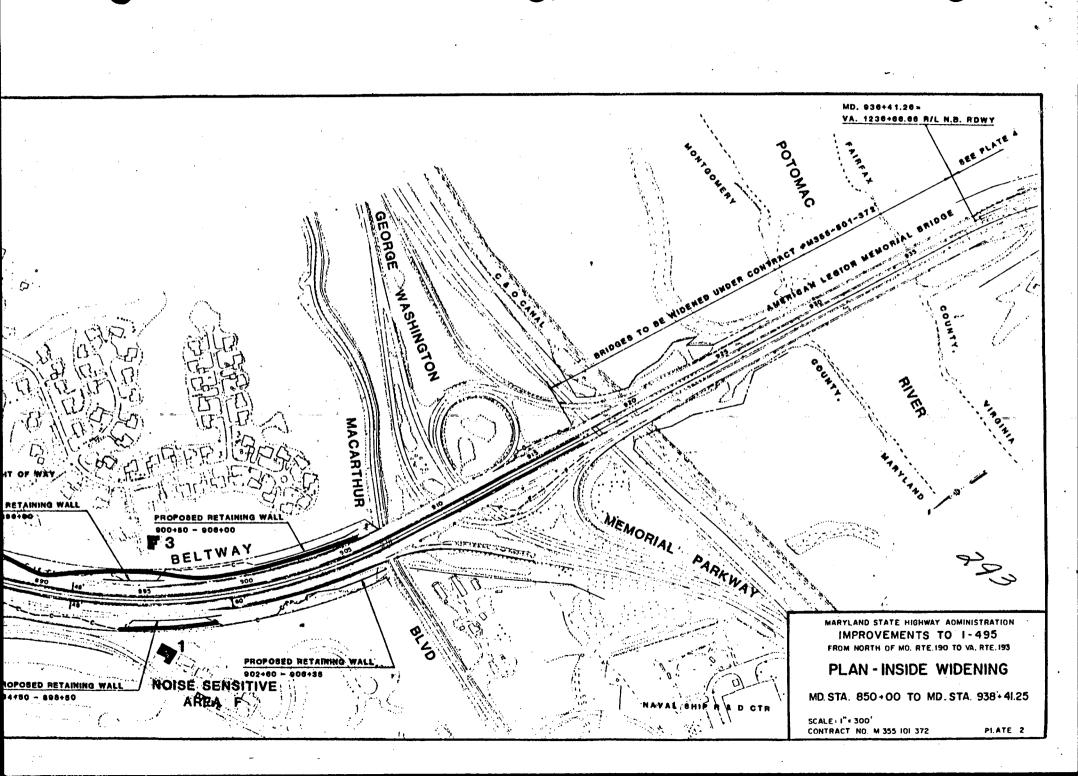
Area C is a 2,200-foot section parallel to and east of I-495 between River Road and the Cabin John Parkway. The area is primarily affected by Exit Ramp K. This area includes ambient monitoring sites 9, -10, 22 and 23.

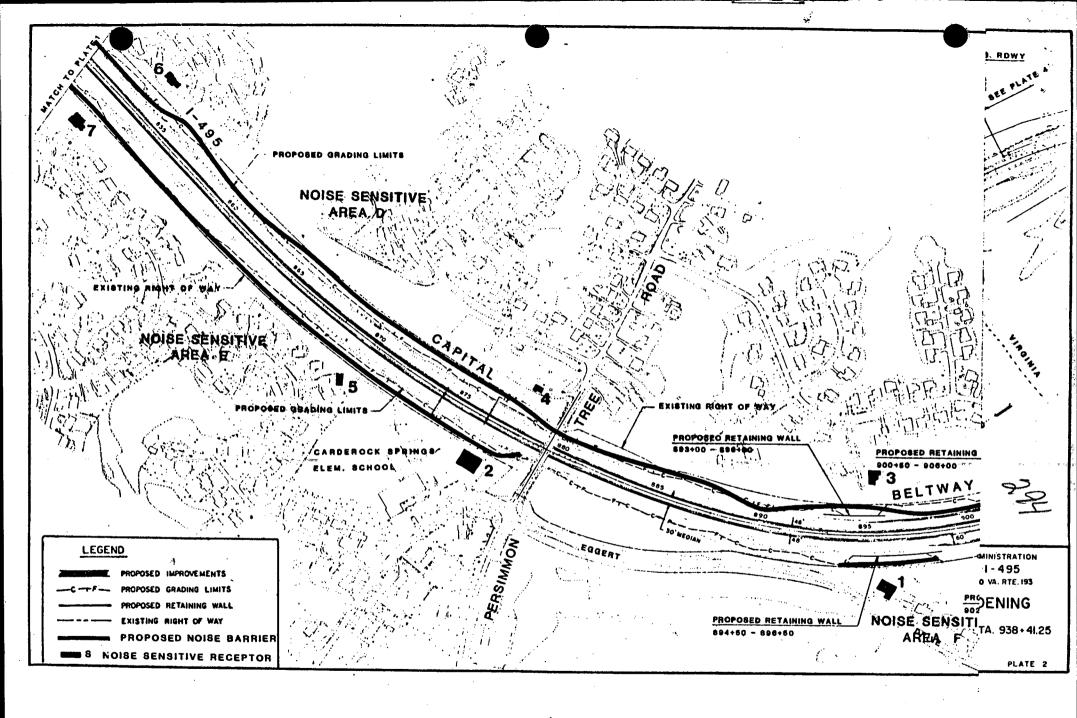
Area D extends south from the underpass of Seven Locks Road underpass of MacArthur Boulevard along the east side of I-495. The air approximately 5,800 feet in length and includes ambient monitoring sites 3, 4, and 6.

Area E extends along the west side of I-495 from the underpass of Seven Locks Road to the Persimmon Tree Road overpass, a section approximately 4,000 feet in length. This area includes ambient monitoring sites 2, 5, 7 and 21. Site 5 is the Carderock Springs Elementary School while the others are residential units.

Area F is a cluster of five dwellings along Eggert Drive north of the MacArthur Boulevard underpass, on the west side of I-495. Ambient monitoring site 1 was analyzed as the typical case for a section approximately 800 feet in length.

PROPOSED RETA CAPITAL 12 13 GRADING LIMITS





The sensitive receptors within each area predominantly are residential except for Site 2. Site 2 is the Carderock Springs Elementary School playground near Persimmon Tree Road.

# EXISTING NOISE MONITORING PROGRAM AND RESULTS

An on-site noise monitoring program was conducted at 23 sites. The monitoring was performed on November 6, 7, 8, 15 and 16, 1984 utilizing a BBN Model 614 Portable Noise Monitor System and a hand-held General Radio Sound Level Meter, Type 1565-A. The 614 is a combination sound level prints a wide range of statistical and cumulative sound levels including the receptor through statistical analysis.

The 614 modeling was performed for 20-minute periods. The system's microphone was calibrated before and after the monitoring day to ensure the accuracy of results. In one case, at Receptor 21, a 24-hour monitoring period was used. The 24-hour monitoring was performed to determine the noise variations occurring during the day within the study corrinoise sensitive receptors.

The hand-held meter was used to take 50 readings at 10-second intervals to determine the L<sub>10</sub> value. The L<sub>10</sub> value is the noise level that is exceeded 10 percent of the time period under analysis. In cases where the confidence limits of the L<sub>10</sub> value was less than 95 percent, a second of readings was made and the L<sub>10</sub> value recalculated. Further sets level. Once the L<sub>10</sub> value was obtained, it could adjusted to determine the L<sub>eq</sub> noise level for the site. The meter's microphone was calibrated before and after each measurement to ensure the accuracy of results.

The results of the monitoring program are shown in Table 1.

Table 1
Existing Noise Levels

Area	Site	Use	Address	Ambient Leq
Α	11	Residential	3405 Seven Locks Road	[70]
	13	Residential	7706 Cindy Lane	[73]
	14	Residential	7704 Groton Road	[69]
	16	Residential	7604 Quintana Court	[73]
	18	Residential	7605 Dwight Drive	[69]
	19	Residential	8613 Seven Locks Road	65
В	8	Residential	7409 Arrowwood Road	[68]
	12	Residential	7725 Arrowwood Court	[72]
	15	Residential	3 Arrowwood Terrace	[68]
	17	Residential	9104 Kittery Lane	[69]
	20	Residential	7417 Arrowwood Road	62
<b>C</b> .	9	Residential	7541 Pepperell Drive	61
	10	Residential	33 Pepperell Court	66
	22	Residential	7525 Pepperell Drive	63
	23	Residential	7613 Royal Dominion Drive	62
. <b>D</b>	3	Residential	8513 Carlynn Drive	64
_	4	Residential	6925 Persimmon Tree Road	65
	6	Residential	8021 Cypress Grove	66
E	2	Educational	Persimmon Tree Lane	[69]
_	5	Residential	8218 Stone Trail	67
•	7	Residential	7608 Hamilton Springs Road	63
	21	Residential	8016 Thornley Court	66
	1	Residential	8700 Eggert Road	62

<sup>[ ]</sup> Exceeds Federal Highway Administration Noise Abatement Criteria.

### SECTION III: FUTURE YEAR NOISE IMPACTS

### NOISE EVALUATION CRITERIA

The noise abatement criteria, as currently defined in the FHWA Procedures for Abatement of Highway Traffic Noise and Construction Noise (23 CFR 7.7.2, Table 1), were used to determine the overall noise impact of the proposed project. These criteria state that, for the existing land use categories in the project area, design hour  $L_{eq}$  sound levels must not exceed 67 dBA. The  $L_{eq}$  metric represents the average noise level in a predetermined time period, in this case one hour.

#### MODELING APPROACH

Future year (2010) noise level modeling for both the Build and ld conditions was performed using the STAMINA 2.0 computer model oped by the FHWA. This model, the most recently approved program from HWA, allows the input of multiple roadways and receptors making it ideal for the project's configuration.

Necessary input data for the STAMINA program include:

- Coordinates and elevation of each roadway segment;
- Number of vehicles of each type (cars, medium trucks, heavy trucks) per roadway segment;
- Average speed for each vehicle type;
- Location and elevation of any ground cover material such as trees and/or shrubs; and
- Location and elevation of each receptor.

Roadway, ground cover and receptor coordinates were based on the photogrammetric mapping provided by the Administration. Receptor coordinates correspond to the monitoring locations. Traffic volumes utilized

reflect Level of Service C traffic in the design year (2010). Directional splits and average speeds were all derived from previously prepared Adminstration data.

### NO-BUILD ALTERNATE

Evaluation of the No-Build Alternate was performed to serve as a base case from which to assess the specific noise level increases resulting from the proposed improvements. The No-Build Alternate assumes that no improvements, other than normal maintenance, will occur within the project area. Modeling of this scenario resulted in the predicted hourly  $L_{\rm eq}$  values shown in Table 2.

The results of the modeling show several situations where the predicted noise levels are lower than the current measured ambient levels. The explanation for this is based upon the fact that the ambient noise levels can be expected to fluctuate during the day and from day-to-day. This is due to differing traffic volumes, vehicle mix and speeds, influence from non-highway noise sources, etc. The monitoring programs did not attempt to determine vehicular volume, mix, or speed, therefore, it can be expected that there may be circumstances where predicted levels do not equal or exceed monitored values. Additionally, because ambient noise levels will not be increased above the 10 dBA criteria, the relationship to FHWA Noise Abatement Criteria is more critical.

Receptors within all six of the sensitive areas will experience massign year noise levels which exceed the FHWA  $L_{eq}$  67 dBA noise abatement criteria. The maximum noise level would be 73 dBA within Area A with the maximum increase over the ambient  $L_{eq}$  (8 dBA) occurring within Area E.

As these noise levels are expected to occur without any improvements to the existing interstate, abatement considerations are not warranted.

### BUILD ALTERNATE

Construction of the proposed improvements would not necessarily place traffic closer to the noise sensitive areas. However, the anticipated overall increase in traffic volume resulting from the added travel lane would yield the hourly  $L_{eq}$ 's at each receptor within each site shown in Table 3.

Table 2
No-Build Alternate Noise Levels

Area	Receptor	Hourly Leq	Change from Ambient
<b>A</b>	11	66	-4
	13	[71]	-2
	14	[71]	+2
	16	[73]	0
	18	[70]	+1
	19	67	+2
В	8	67	-1
	12	[71]	-1
	15	[70]	+2
	17	67	-2
	20	67	+5
С	9	66	+5
	10	[68]	-2
	22	65	+2
	23	63	+1
D	3	[70]	+6
	4	[71]	+6
	6	[70]	+4
E	2	[69]	0
	5	[72]	+5
	7	[71]	+3
	21	[69]	+3
F	1	[68]	+6

<sup>[ ]</sup> Exceeds Federal Highway Administration Noise Abatement Criteria.

Table 3
Build Alternate Noise Levels

Noise Sensitive Area	Receptor	Ambient Leq	No-Build Leg	Build Leg	Build Change From Ambient Leq	Build Optimized Barrier Leq	Attenuation Leq
A	11	[70]	66	67	-3	64	3
~	13	[73]	[71]	[72]	-1	61	11
	14	[69]	[71]	[72]	+3	63	9
	16	: <b>[73]</b>	[ <b>7</b> 3]	[74]	+1	62	12
•	18	[69]	[70]	[71]	+2	63	8 .
	. 19	65	67	[68]	+3	65	3
В	8	[68]	67	[68]	0	· 58	10
•	12	[72]	[71]	[72]	Ō	65	7
	15	[68]	[70]	[71]	+3	62	9 9 9
	17	[69]	67	[68]	-1	59	9
	20	62	67	[68]	+6	59	9
С	. 9	61	66	67:	+6	56	11
C	10	66	[68]	[69]	+3	60	9
	22	63	65	66	+3	56	. 10
	23	62	63	64	+2	59	5
D	•	64	[70]	[71]	+7	63	. 8
U	3 4	65	[71]	[72]	+7	61	11
	6	66	[70]	[71]	<u> </u>		11
		00			_	<b>60</b>	
E	2	[69]	[69]	[70]	+1 '	61	9 9 12
	2 5 7	67	[72]	[73]	+6	64 60	7 12
	7	63	[71]	[72]	+9 +4	60	10
	21	66	[69]	[70]	+4	80	
, F	1	62	[68]	[69]	+7	59	10

The analysis of impact was based upon two criteria as follows:

- Relationship of predicted noise levels to ambient levels. Where ambient levels would increase by more than 10 dBA abatement consideration is warranted.
- Relationship of predicted noise levels to FHWA abatement criteria. If predicted noise levels exceed the criteria, abatement measures warrant consideration.

### Relationship to Ambient Levels

The Build Alternate would not result in increases in ambient levels in excess of the 10 decibel criteria used for consideration ore abatement considerations are not warranted at any site for any receptor based on this criterion.

### Relationship to FHWA Abatement Criteria

The basis for consideration of noise abatement measures utilized in this analysis is an  $L_{e\alpha}$  noise level greater than 67 dBA.

Examination of Table 3 indicates that hourly  $L_{eq}$  noise levels in all six of the noise sensitive areas analyzed would exceed 67 dBA. A summary of this follows.

### Abatement Analysis

The abatement analysis was performed by the placement of a mier between the roadway and receptor sites in each noise sensitive. A base height was chosen and the barrier broken into segments. Iter model runs were then made to determine the optimum barrier, both in neight and length that could be constructed to meet the following three criteria. First, that the Leq noise level be at or below the FHWA 67 dBA Leq noise abatement criteria. Second, that the attenuation from the barrier be approximately 10 dBA, and third, that the barrier result in a balanced Leq throughout the area.

Area A would experience Build hourly  $L_{eq}$  levels ranging from 67 dBA to 74 dBA. The resultant change from the ambient would be up to a 3 dBA increase. A barrier  $\pm 4,740$  feet in length varying in height from 19 to 22 feet would lower the resultant  $L_{eq}$  values to within the FHWA criteria. These levels would range from 61 dBA to 65 dBA. The cost of the barrier

would be approximately \$2,370,000. The barrier would provide protection for approximately 27 first row residences at an average cost of \$87,800 per residence. The barrier would begin at Station  $759^{\pm}$  and provide an attenuation range from 3 to 12 decibels.

Area B, north and east of the I-495 River Road interchange, would experience  $L_{eq}$  levels ranging from 68 to 72 dBA. To meet the FHWA criteria, a barrier  $^{\pm}3,850$  feet long and 20 feet in height would be required. This would result in design year  $L_{eq}$  values ranging from 58 to 65 decibels. The cost of such a barrier is estimated to be \$475,700 to protect approximately 28 first row residences (\$68,800 per residence). The barrier would start at Station 754 $^{\pm}$  and provide attenuations ranging from 7 to 10 decibels.

Area C, south and east of the I-495 River Road interchange, would require a barrier  $\pm 2,200$  feet in length with heights ranging from 20 to 25 feet to provide protection for 18 residences and obtain noise levels within the FHWA criteria. Without the barrier,  $L_{eq}$  levels would range from 64 to 69 dBA where the aforementioned barrier would lower levels to a range from 56 to 60 dBA. The cost of the barrier would be approximately \$1,210,000 (\$67,200 per residence). The attenuation would range from 5 to 10 decibels for the barrier placed along Ramp D.

Area D, east of I-495 between MacArthur Boulevard and Seven Locks Road, would have design year  $L_{eq}$ 's in the 71-72 dBA range for 36 residences. A barrier 18 to 23 feet in height,  $\pm 5,740$  feet long, beginning at Station 849 $\pm$ , would provide protection to meet the FHWA criteria at an approximate cost of \$2,870,000 (\$130,500 per residence). This barrier would maintain noise levels at or near the present ambient range (60-63 dBA) and provide attenuations ranging from 8 to 11 decibels.

Area E, between Persimmon Tree Road and Seven Locks Road west  $\pm 95$ , would have resultant  $L_{eq}$  levels ranging from 70 to 73 dBA. A ler  $\pm 3,980$  feet long ranging from 18 to 24 feet in height would lower the Build  $L_{eq}$  levels at or below the FHWA criteria and within the range of 60 to 64 dBA. The cost of such a wall, located beginning at Station  $838^{\pm}$ , is approximately \$2,089,500. Approximately 30 residences (\$69,700 per residence) would be protected as well as the Carderock Springs Elementary School. Attenuation would range from 9 to 12 decibels.

Area F, on Eggert Road, would require a barrier  $\pm 410$  feet long and 22 feet tall to provide the protection needed for five residential dwellings. Such a wall would lower the Leg level from 69 dBA to 59 dBA at an approximately cost of \$225,500 (\$45,100 per residence). The barrier would begin at Station 894 $\pm$ .

The approximate cost of the barriers is based on an in-place cost of \$25.00 per square foot and is in 1984 dollars.

### CONSTRUCTION NOISE

An inevitable increase in project area noise levels will occur during the construction of the proposed improvements. Such noise differs significantly from that generated by normal traffic due to its unusual spectral and temporal nature. The actual level of noise impact during this period will be a function of the number and types of equipment being used as well as the overall construction procedure.

Generally, construction activity would occur during normal working hours on weekdays. Therefore, noise intrusions from construction activities probably would not occur during critical sleep or outdoor recreation periods.

A number of measures can be utilized in order to minimize noise resulting from such activities. Such measures include, but by no means are limited to, the following:

- Any internal combustion engine used for any purpose on or related to the job should be equipped with a properly operating muffler;
- Conduct truck loading, unloading and hauling so that noise is kept to a minimum;
- Route construction equipment and vehicles in areas that will cause the least disturbance to nearby receptors where possible; and
- When appropriate, place continuously operated diesel-powered equipment, such as compressors or generators, in areas as far from or shielded from noise sensitive locations.

### SECTION IV: CONCLUSIONS

Analysis of the study results indicates the following:

- . 2010 design hour  $L_{eq}$  noise levels, at the identified sensitive areas, will increase existing noise levels by a maximum of 8 dBA for the No-Build situation and 9 dBA for the Build situation.
- Design hour noise levels will not increase ambient levels by 10 decibels or more. Abatement consideration based on this criteria is not warranted.
- . Noise abatement measures for all six noise sensitive areas are warranted based on the FHWA noise abatement criteria of 67 dBA  $L_{\mbox{\footnotesize eq}}$  for the Build situation.

Attachment B

Greiner Engineering, Inc. 2219 York Road, Suite 200 Timonium, Maryland 21093-3111 (301) 561-0100

Greiner

A Greiner Engineering, Inc. Company

LOPE

1.13 .

C6260.00

July 25, 1986

Ms. Cynthia Simpson
Division of Project Development
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203

Dear Ms. Simpson:

Reference: I-495 Noise Analysis

River Road to Georgetown Pike

Per your request, we have performed additional noise monitoring for the subject project. The monitoring was done on July 22, 1986, in accordance with Mr. Ege's July 7, 1986 memorandum. Simultaneous traffic counts were taken during each monitoring period, differentiating by vehicle type (automobiles, medium trucks, and heavy trucks). We monitored at two locations. The first site was the Carderock Springs Elementary School. Two 10-minute periods were monitored from 9:50 to 10:00 a.m. and 10:10 to 10:20 a.m. The other location was at a residence on Carlynn Circle. This location corresponds to Receptor 22 in Noise Sensitive Area 'D.' A 15-minute measurement was taken at this site from 10:50 to 11:05 a.m.' We noted non-highway noise sources which contributed to the noise levels at each location.

We also predicted the Leq noise levels at these two locations using STAMINA 2.0 and the traffic data obtained during the monitoring. In both instances, the modeled Leq levels were within 1.5 decibels of the monitored values. The results of the monitoring and modeling are attached.

If there are any questions, please contact me at your convenience.

Very truly yours,

GREIMER LENGINEERING SCIENCES, INC.

Charles B. Adams

CBA: dh

Attachment

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# Greiner

# COMPARISON OF MONITORED AND MODELED Leq NOISE LEVELS FOR I-495 WIDENING STUDY M 355-101-372

# MONITORED $L_{eq}$ NOISE LEVELS JULY 22, 1986

Location	Time	į	<u>L<sub>eq</sub></u>	Traffic	Data
Carderock Springs		-		NB	SB
Elementary School	9:50 - 10:00 a.m.		71.8 dBA	A - 646 MT - 31 HT - 27	610 13 27
.1	10:10 - 10:20 a.m. Modeled L <sub>eq</sub>	i.	72.0 dBA 71.8 dBA	A - 594 MT - 23 HT - 24	593 19 30
Receptor 22 Carlynn Circle	10:50 - 11:05 a.m. Modeled L <sub>eq</sub>	; (	72.8 dBA 71.5 dBA	A - 925 MT - 38 HT - 38	855 32 43

Speed during all monitoring was 55 mph.

NOTE: Aircraft flyovers contributed less than 1 dBA to the  $\mathsf{L}_{\mbox{\footnotesize{eq}}}$  noise levels.

		•	Table 1	27/1/0
		Exi	sting Hoise Levels	10/9 mt
•				Non God 86 10W 277 Xem
Area	Site	Use	Address	Ambient Lea Not July Amin July Man July Apoly xem
	14    16  3 17  4 19  6 21  8	Residential	8405 Seven Locks Road 7706 Cindy Lane 7704 Groton Road 7604 Quintana Court 7605 Dwight Drive	[70] 67 [73] [70] 69] NA [73] NA
•	22 19	Residential	8613 Seven Locks Road	[69]   65   G    -
В	1+ 8 15   2 18   5 20   7 23 20	Residential Residential Residential Residential Residential	7409 Arrowwood Road 7725 Arrowwood Court 3 Arrowwood Terrace 9104 Kittery Lane 7417 Arrowwood Road	[68] [72] 24h [70]) [68] [69]
С	12 9	Residential	7541 Pepperell Drive	-61
	13-10 25-23 26-23	Residential Residential Residential	33 Pepperell Court 7525 Pepperell Drive 7613 Royal Dominion Drive	66 63 62
D	\$3 74 96	Residential Residential Residential	8513 Carlynn Drive 6925 Persimmon Tree Road 8021 Cypress Crove	64 [73] (66) 65 66
RCHOOL ECHOOL	15 15 15 15 15 15 15 15 15 15 15 15 15 1	Educational Residential Residential Residential	Persimmon Tree Lane 8218 Stone Trail 7608 Hamilton Springs Road 9016 Thornley Court	[69] [72] 67 [70] 63 [66(24L)] [70]
F	41	Residential	8700 Eggert Road	62
C	<del>3</del>	-Residential-	612 Live Oak Drive	[-71-]
	2	-Recreational-	—Live-Oak Drive	[69]
' <u>İ</u>	1	Religious	Balls IIII Road	[71]
	<del></del>	N2W.D	/Blog Balkwater 6412 Persimon Tree Rd 8613 Cartino DI	66 66

[ ] Exceeds Federal Highway Administration Noise Abatement Criteria.

Attachment C

304

## Maryland Department of Transportation

State Highway Administration

May 21, 1985

EXHIBIT D

William K. Helimann Secretary

Hal Kassoff Administrator

RE: Contract No. M 355-101-372 N
Interstate Route 495 Widening Study
From North of Maryland Route 190
to Virginia Route 193
PDMS No. 151087

### PROJECT STATUS REPORT

To Concerned Citizens:

On April 3, 1985 Administrator Kassoff concurred with the Project Planning Team's recommendation to adopt Alternate 2 as the plan which best accomplishes the project goal to improve traffic flow, capacity, and safety on this portion of Interstate Route 495 (The Capital Beltway).

Alternate 2 was described in the Combined Location/Design Public Hearing brochure which was distributed to those persons on the project mailing list and at the January 23, 1985 Public Hearing. Alternate 2 proposes to add one lane in each direction to the existing six lane roadway. The additional two lanes would be constructed in the median of the existing roadway and would be separated by a continuous 3 foot high median barrier. Full shoulders will be provided on both the median side and the outside lane of the through travel lanes. In interchange areas, acceleration and deceleration lanes will be lengthened to conform to present standards. No additional right-of-way will be needed for these improvements.

As a direct result of comments received at the Public Hearing, additional studies were undertaken concerning the "24 foot unobstructed recovery area" and potential noise impacts. It was determined, after an extensive examination of the accident experience within the study limits, that some form of recovery area was needed along the outer loop of Interstate Route 495 between Persimmon Tree Road and the George Washington Memorial Parkway in Maryland. The decision was reached that it is only in this section of the project that a recovery area will be considered. The final dimensions of this feature will be determined in the next phase (final design) of project development.

With regard to the noise issue, the State Highway Administration has reviewed the estimated cost of the noise barriers (resulting in a reduction in cost from \$25 to \$23 per square foot), considered the impacts to residences other than those immediately adjacent to Interstate Route 495 (resulting in an increase in the number of residences that would benefit from the construction of noise barriers by 130 residences) and recalculated the cost effectiveness of the six noise barriers presented in the Environmental Assessment and at the Public Hearing. Based on these analyses, it was found that noise barriers are justified as part of the State Highway Administration's noise barrier retrofit program in the vicinity of Noise Sensitive Area 'B', on the east side of Interstate Route 495 north of Maryland Route 190, and Noise Sensitive Area 'E', on the west side of Interstate Route 495 from Seven Locks Road to Persimmon Tree Road.

This project is included in the Department's Consolidated Transportation Program for Fiscal Years 1985-1990 with construction scheduled to commence in Fiscal Year 1989.

The Project Planning Team remains available to answer questions or meet with those groups or individuals who wish to clarify the manner in which the selected alternate may affect them. You may contact the Project Manager, Mr. John M. Contestabile, in Baltimore at (301) 659-1191.

Very truly yours,

Chil & Ledewer

Neil J. Pedersen, Director Office of Planning and Preliminary Engineering

NJP:mm

## Maryland Department of Transportation State Highway Administration

3/0

David L. Winstead Secretary

Parker F. Williams
Administrator

July 1, 1997

Mr. Steven Landsman Property Manager Abaris Realty, Inc. 11820 Parklawn Drive Suite 110 Rockville MD 20852

Dear Mr. Landsman:

Thank you for your letter of May 19, about noise abatement issues along the I-270 East-spur in Montgomery County. In particular you are concerned about highway noise emanating from I-270 adjacent to the Timberlawn community.

A new noise abatement policy was adopted in December of 1996 and we are now reviewing a number of areas to determine if they are eligible for noise barriers under this new policy. The East Spur of I-270 is one of these areas. We anticipate that the studies will be finished by the end of the summer and we will get back to you with the results upon completion.

Again, thank you for your letter and your concern. If you have any other related questions, comments or concerns, please do not hesitate to call me at (410) 545-8640.

WALKILLAN

Director

Office of Environmental Design

cc: Mr. James D. Hade, Team Leader, Noise Abatement Team, Landscape Architecture Division

My telephone number is \_\_\_\_\_



Abaris Realty, Inc.

11820 Parklawn Drive, Suite 110, Rockville, MD 20852

(301) 468-8919

(301) 468-0983 (Fax)

MALIA V RIE.

May 19, 1997

MAY on 1997

District : 3 Office State Highway Administration Grounbell

State Highway Administration 9300 Kenilworth Avenue Greenbelt, MD 20770 Attn: Construction Department

Re: Cloisters HOA

To Whom It May Concern:

I am writing on behalf of the above referenced community which is located in Rockville, MD. I have been in receipt of several complaints regarding the noise level coming from the I-270 spur. Specifically, from residents who live directly next to I-270 along Valerian Lane.

The purpose of this letter is to request that a representative from the State Highway Administration visit the property to test the noise level during various times of the day. The community has been trying to get a sound barrier installed for several years now.

Please contact our office at your earliest convenience to let us know that you are in receipt of this letter and your plans to visit the property. Thank you for your cooperation in this matter.

Sincerely,

Steven Landsman Property Manager

CC: Board of Directors



### Maryland Department of Transportation State Highway Administration



Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

July 30, 1997

Ms. Barbara B. Langhoff 7511 Hamilton Spring Road Bethesda MD 20817

Dear Ms. Langhoff:

Thank you for your recent letter regarding highway traffic noise along I-495 in the Carderock Springs community in Montgomery County. I certainly appreciate your concern and want to update you on the progress of our work on this issue.

A number of communities have been identified in Montgomery County as being affected by traffic noise. We are evaluating all communities in the I-270 spurs and I-495 "triangle" in light of our new noise policy, both those which predate the original highways and those which do not predate the highways. These analyses will be completed by the end of the Summer. We will let you know the results as soon as they are available.

Again, thank you for your letter. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles Adams, our Director of Environmental Design, at 410-545-8640.

Shacerery.

Parker F. Williams

Administrator

cc: Mr. Charles B. Adams, Director, Environmental Design, State Highway Administration

My telephone number is .

Ms. Barbara B. Langhoff July 30, 1997 Page Two

bcc: Mr. James D. Hade, Team Leader, Noise Abatement Team, SHA Mr. Kenneth D. Polcak, Noise Abatement Team, SHA

### NOISE INQUIRY CHECKLIST

DATE 4/30/97	FILE? Y/N
CUSTOMER ID. # 1253	RECEIVED BY Fred Eisen
NAME Ms. Phylis Languith	
ADDRESS 3101 Old Post Dr.	
Baltimore 212	clude zip code)
DAY TELEPHONE (40)653-1822	
OTHER TELEPHONE (410) 484-246	
*** INQUIRY INFORMA	ATION SUMMARY ***
HIGHWAY NAME / ROUTE NO. I-695	
COMMUNITY / AREA NAME	
LOCATION ALONG HIGHWAY Near Steme	enson Rd.
SUMMARY OF INQUIRY Can still see !	raffic Still vary noisay. Conly
part of wall in place) Told her to	want until all of wall was in
place. If still a problem she will call	a - 
*** FOLLOW	: V-UP ***
DATE 5/1/30	BY Fred & Jim
visited site. Only retaining wa	Il is in place of this time. Told
Mr. & Ms. Langwith that noise wall won	, , , , , , , , , , , , , , , , , , , ,
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*** REFERENC	E FILES ***
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### Maryland Department of Transportation State Highway Administration



Secretary

David L. Winstead

Parker F. Williams

October 9, 1997

Mr. Michael Lash 6800 Renita Lane Bethesda MD 20817

Dear Mr. Lash:

This is to confirm our intention to conduct follow-up noise testing in your neighborhood adjacent to the outer loop of I-495 west of Fernwood Road. We have identified four sites along Renita Lane, at which noise measurements were made prior to the sound barrier construction, and which will serve well for the follow-up testing. As we discussed, I've enclosed additional copies of this letter for distribution to the residents. I greatly appreciate your help in letting your neighbors know of our pending work.

The attached sheet (Exhibit 1) provides the addresses and locations for the testing program. The testing will be done in two phases; phase one will involve a single 24-hour noise test at 6814 Renita Lane only. This site was also tested for 24-hours prior to the barrier construction. Phase two will involve additional noise measurements for 15-20 minutes per test at the remaining three sites. Conduct of the measurements at each site will simply involve setting up the sound level meters and microphones in the backyard area. No disturbance of the ground or vegetation should be necessary. Also, since the measurements will be done strictly in the outdoors, it is not required that the residents be at home during our visit.

Each test will involve measuring the noise level simultaneously at two positions (as illustrated in Exhibit 1); one microphone is situated above the top of the barrier (unshielded from the traffic noise), and a second is located 5 feet above the ground in the backyard (behind the barrier). Also, while these measurements are made, a video recording of the traffic on the highway will be made to record the number and types of vehicles passing the site during each test and their average speed. From this data, we can determine the amount of noise reduction provided by the barrier at each backyard location.

We anticipate initiating the 24-hour noise test, on Wednesday October 15, weather pending, followed by the remainder of the work Thursday and Friday of the week. I will contact you on Tuesday, October 14 to reconfirm; if you or any of your neighbors have any questions in the meantime, please feel free to contact me at (410) 545-8601. Thank you once again for your assistance.

Sincerely,

Ken Polcak

Noise Abatement Design and Analysis Team

Attachment KDP/kp

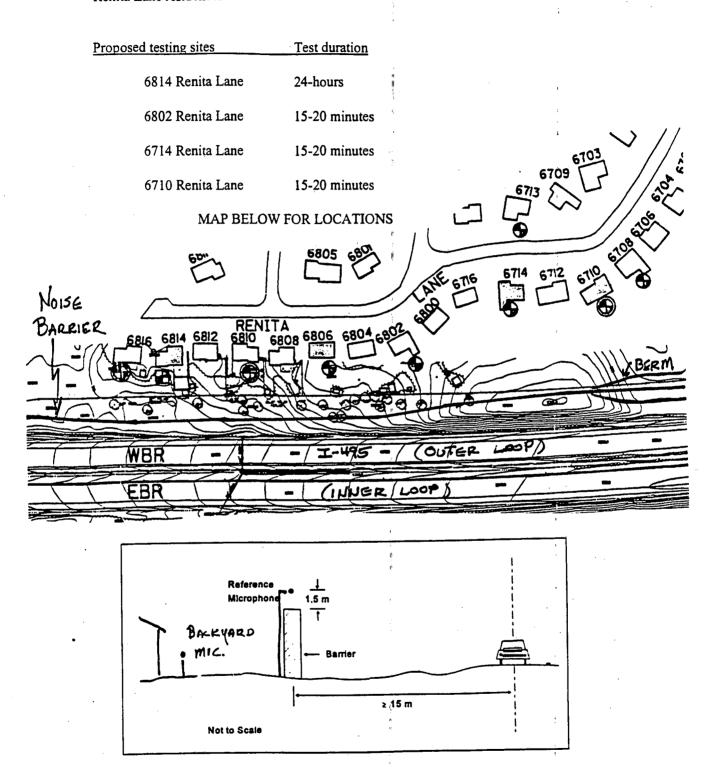
Fred Eisen cc: Jim Hade Phil Troll

My telephone number is \_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

### EXHIBIT 1 - Noise Barrier Effectiveness Study

I-495 Outer Loop, west of Fernwood Road. Renita Lane residences



TYPICAL NOISE MEASUREMENT MICROPHONES SET-UP



### Maryland Department of Transportation The Secretary's Office



Parris N. Giendening David L. Winstead Secretary John D. Porcari Deputy Secretary

November 25, 1997

Mr. Gregory C. Leverton President Double Rock Homeowners Association 3637 Rockberry Road Baltimore MD 21234

Dear Mr. Leverton:

Thank you for your recent letter and your inquiry about highway issues at the Department's Consolidated Transportation Program briefing for Baltimore County. State Highway Administrator Parker Williams asked his staff to investigate your concerns about noise levels in the vicinity of the I-695/US 1 (Belair Road) interchange and traffic operations at the intersection of MD 147 (Harford Road) and Putty Hill Avenue.

The State Highway Administration's (SHA) Office of Environmental Design has taken another look at the Association's request for a sound barrier along I-695. As described in the enclosed brochure, sound barriers are considered in two separate circumstances. For instance, barriers are considered when a community predates the original highway construction. Regrettably, the Double Rock community does not qualify for a sound barrier under this criterion because the community was developed after I-695 was built. The other time we consider construction of sound barriers is when new highways are built or existing highways are expanded. Since this criterion applies only to construction or expansion of highways directly adjacent to the affected homes, the road improvements you mentioned would not qualify the Double Rock community for a State-funded barrier. Any construction of barriers for this area would be linked to a future expansion of I-695.

The SHA prepared an environmental document in the late 1980s that addresses future expansion of I-695 from MD 140 (Reisterstown Road) to MD 702. This document evaluated the potential noise impact from these improvements for all communities along I-695, including Double Rock. The document concludes a sound barrier would be evaluated further during the final design phase for improvements to I-695. At that time, SHA will determine if a sound barrier is warranted.

The expansion of I-695 is a high priority. Any project of this magnitude, however, requires a significant amount of resources and must be designed, prioritized according to need, and built in phases. As a result of limited funding, our top priority at this time is the reconstruction of the MD 146 (Dulaney Valley Road) and Providence Road bridges to allow for the future widening of I-695. Design is underway for the portion of I-695 from I-83 to west of MD 147. Unfortunately, we do not yet know when we will be able to proceed with the design of I-695 from MD 147 to MD 702.

865-1000

Mr. Gregory C. Leverton Page Two

Mr. Michael Sheridan of SHA's district traffic engineering staff informed me that he contacted you by phone before the briefing to discuss your concerns about congestion on westbound Putty Hill Avenue at the intersection with US 1 (Harford Road) during the morning rush hour. I have learned the guard-activated school crossing signal on MD 147 affects the intersection, causing backups for vehicles turning from eastbound and westbound Putty Hill Avenue onto northbound MD 147. Several years ago, Baltimore County's proposed project to widen Putty Hill Road to a five-lane roadway (from MD 147 to I-695) was dropped as a result of community opposition. This project, however, is included in the draft Baltimore County Master Plan Transportation Element. If you have any questions about the County's plans for Putty Hill Road, please contact Mr. Craig Forrest, Chief, Transportation Planning Division, at 410-887-3554.

Again, thank you for attending the briefing and sharing the Association's concerns. If you have more questions about the State's sound barrier program on I-695, please contact Mr. Charles Adams, SHA's Director of Environmental Design, at 410-545-8640 or, toll-free, at 1-800-446-5962. If you need more information concerning intersection operations on State highways, please contact Mr. David Malkowski, SHA's District Engineer for Baltimore County at 410-321-3461. Mr. Malkowski may also be reached toll-free at 1-800-962-3077.

Sincerely,

David L. Winstead

Secretary

Enclosure

cc: The Honorable Katherine Klausmeier, Member, Maryland House of Delegates

Mr. Craig Forrest, Division Chief, Baltimore County Department of Public Works

Mr. Charles B. Adams, Director, State Highway Administration

Mr. David J. Malkowski, District Engineer, State Highway Administration Mr. Michael J. Sheridan, Traffic Engineer, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Gregory C. Leverton Page Three

bcc: Ms. Sharon Blankenship, Secretary, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Mary M. Deitz, Regional Planner, State Highway Administration

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Steve Kouroupis, Assistant Division Chief, State Highway Administration

Mr. Randall Scott, Assistant District Engineer, State Highway Administration

Mr. Douglas H. Simmons, Division Chief, State Highway Administration

Mr. Jeffrey H. Smith, Assistant Division Chief, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Prepared by: Frances Ward, SHA/RIPD 410-545-5677

Coordinated with: Charlie Adams - OED, Randall Scott and Mickey Sheridan - D-4 Traffic,

Steve Kouroupis - OHD



### OED'S INCLUSION TO OPPE'S LETTER TO MR. LEVERTON -- RE: FRAN WARD

October 10, 1997

Mr. Gregory C. Leverton
President Double Rock Homeowners Association
?
Parkville MD

In your letter, you requested a sound barrier for the Double Rock Community. Sound barriers are considered under two separate circumstances. The first is with expansion of existing highways or when new highways are built. The second is for those communities that predate the original highway construction. The Double Rock is not eligible for a sound barrier under the second option because the community was developed after the beltway was built.

A sound barrier for this area is linked to the future expansion of the beltway. The State Highway Administration prepared an environmental document in the late 1980's that addresses future expansion of the beltway from MD 140, Reisterstown Road, to MD 702. This document evaluated the potential noise impact from these improvements for all of the communities along the beltway. The Double Rock area was included in this analysis, which concluded that a sound barrier would be studied further during the design phase for improvements to that area of the beltway. This further analysis will be performed to determine if a sound barrier is warranted when design activities for this section of the beltway are done. LANGUAGE NEEDS TO BE ADDED HERE ABOUT POSSIBLE START OF DESIGN ACTIVITIES FOR THIS SECTION OF THE BELTWAY.

A copy of an informational brochure on the State sound barrier program is enclosed for your information. If you have any questions about the sound barrier, please feel free to contact the State Highway Administration's Office of Environmental at (410) 545-8640.

========= OED'S CC'S AND BCC'S TO BE INCLUDED ==========

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

bcc:

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration



 $^{\mathcal{Y}}^{\mathcal{Y}}^{\mathcal{Y}}$ 

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

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NSA 46-Rock Church: NSA 46 will have a predicted 2015 noise level of 70 dBA. There is no difference between predicted Build and No-Build levels. A barrier of 500' in length by 10' in height with a total cost of \$80,000 was analyzed. This barrier would provide a 5 dBA reduction for 1 church. A total cost per residence is \$16,000. This barrier will be considered further in final design.

NSA 47-Eddington Road: NSA 47 will have a predicted 2015 noise level of 73 dBA. There is a 3 dBA difference between predicted Build and No-Build levels. A barrier of 1150' in length by 10'-16' in height with a total cost of \$259,840 was analyzed. This barrier would provide a 7 dBA reduction for 7 residences and 1 church. A total cost per residences is \$21,653. This barrier will be considered further in final design.

NSA 47-Wayne Avenue: NSA 47 will have a predicted 2015 noise level of 73 dBA. There is a 3 dBA difference between predicted Build and No-Build noise levels. A barrier of 1405' in length by 15' in height with a total cost of \$337,200 was analyzed. This barrier would provide a 9 dBA reduction for 17 residences. A total cost per residences is \$19,835. This barrier will be considered further in final design.

NSA 52-Double Rock Lane: NSA 52 will have a predicted 2015 noise level of 70 dBA. There is a 1 dBA difference between predicted Build and No-Build noise levels. A barrier of 1060' in length by 20' in height with a total cost of \$339,200 was analyzed. This barrier would provide a 3 dBA reduction for 31 residences. A total cost per residence is \$10,942. This barrier will be considered further in final design.

NSA 55 and 56-East Avenue: NSA 55 and 56 will have a predicted 2015 noise level of 67 dBA and 72 dBA. There is a 2 dBA and 1 dBA difference between predicted Build and No-Build total cost of \$139,200 was analyzed for these sites. This barrier would provide a 6 dBA reduction for 10 residences. A total cost per residence is \$13,920. This barrier will be considered further in final design.

NSA 57-Wayne Avenue: NSA 58-Eddington Road; and NSA 59-Oakleigh Rd: Noise analysis for NSA 57, 58 and 59 vicinities were prepared for "Report on Noise Barrier Feasibility I-695: From Lock Raven Boulevard to Perring Parkway." (Revised June, 1989). Barriers of 1500' in length by 13.5' in height (NSA 57), 2170' in length by 16" in height (NSA 58), and 1450' in length by 17' in height with a total cost of \$1,273,520 was analyzed. This barrier would provide noise reduction for 55 residences and a cost per residences is \$23,155. This barrier will be considered further in final design.

NSA 60-Proposed MD 43; Noise analysis for NSA 60 includes 9 receptor sites that were prepared for "Noise Analysis for MD 43 at I-695" (May 1, 1987). Under the State Highway Administration's Type II Noise Abatement Program, two NSA's were analyzed. Balder Road/Arizona Avenue will have a predicted 2010 noise level of 71 dBA. There is a 2 dBA difference between predicted Build and No-Build noise levels. A barrier of 1,200' in length by 24' in height with a total cost of \$460,800 was analyzed. This barrier would provide a 10 dBA reduction for 20 residences. A total cost per residence is \$23,040. California Avenue will have a predicted 2010 noise level of 68 dBA. There is a 2 dBA drop between the predicted Build and No-Build noise levels. A barrier

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PROPERTY S STREET TO STREE

OCT 31 1997
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SECRETARY DEPARTMENT
OF TRANSPORTATION

Mr. David L. Winstead
Secretary
Maryland Dept. of Transportation
P.O. Box 8755
Baltimore - Washington International Airport, Md 21240-0755

Dear Mr. Winstead

I am writing to you in regards to the upcoming annual consultation meeting for Baltimore County, scheduled for November 10, 1997 @ 2:00 P.M. I am the President of the Double Rock Homeowners Assoc: in Parkville, Md. I will be attending the upcoming Capital projects meeting to voice our communities need for the installation of a noise barrier wall between the Route 43 and the Belair read (rt. 1) exits. We have been told for years that the barrier walls are coming, however, there has been no sign of them yet. Our community backs up to 695 just near the Belair road exit. With the increased traffic, and the Belair road expansion, the amount of noise has dramatically increased and with the planned expansion of 695 it will only become more of a problem.

We respect your increasing demands and requests of barrier walls from everywhere, however, we feel that the noise levels have dramatically increased due to recent highway improvements. Improvements such as; the expansion of route 43: the expansion of Belair road; the creation of the route 43 exit, all of which has caused the traffic patterns to change and therefore cause an increase to traffic flow. We are not criticizing the recent improvements, but rather explaining the impact that the improvements have caused, and therefore showing the need for the installation of a noise barrier wall.

One additional concern of our community is the constant back-ups on Putty Hill Ave. (between Harford and Belair roads). It is my understanding that the traffic signal at Harford road and Putty Hill Ave. has been surveyed and found to have a failing rating and that the intersection is not slated for improving. Could you please explain what options can be done to improve this situation. This increased traffic flow once again is the result of the extension of Rossville Blvd. and addition of the route 43 exit.

We respectfully request that we be granted time to be heard at your upcoming hearing.

Thank you very much for your time and attention in these matters. I can be reached @ 410-691-0246.

Sincerely

Green L. Leverton

Desidetti





David L. Winstead Secretary
Parker F. Williams Administrator

September 9, 1997

Ms. Deborah A. Levi 1 Outpost Court North Potomac MD 20878

Dear Ms. Levi:

Thank you for your telephone calls and letter on behalf of Maisel - Hollins Inc., regarding noise issues along I-495 in the vicinity of the Bradley Manor community of Montgomery County. I would like to update you on the issues involving the parcel of land between the Georgetown Swim Club and I-495.

The parcel in question, referred to as Bethesda P10, is bordered on the South by a private recreational facility, the Georgetown Swim Club; to the East by Fernwood Road; to the North by I-495 and to the West by the Bradley Manor development. This parcel was not previously eligible for a barrier as no residences which predated the construction of the highway existed in the area of impact.

The date criterion as defined in our noise policy only allows for consideration of barriers for communities where the homes existed prior to the highway. While we certainly understand your concerns, the date criteria is one of the basic planks of our noise policy. Any development on that parcel would not be eligible for State funded noise abatement measures.

I regret that we cannot provide you with a more positive response to your inquiry. A copy of SHA's Sound Barrier Community Resource Guide and our noise policy are enclosed for your information.

Again, thank you for your interest. If you should have any other questions on this matter, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at (410) 545-8599.

Charles B. Adams

Director

Office of Environmental Design

encl.

Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Ms. Deborah A. Levi Page Two

bcc: Ms. Sharon Blankenship, State Highway Administration Noise Abatement Team, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT -- August 26, 1997

#### Deborah A. Levi 1 Outpost Court North Potomac, Md 20878 Voice Mail Pager 301-913-6425

June 13, 1997

Mr. Charles Adams, Director
Environmental Design
SHA
707 North Calvert Street Mail Stop 305
Baltimore, Maryland 21202

Re: 'Debbie Levi'. Noise Barrier consideration Fernwood Road/Rt 495. Montgomery County.

Dear Mr. Adams:

I am working with the owner of a piece of property that is located between The Georgetown Swim Club and Capital Beltway Rt. 495 in Montgomery County. For reference the property is off Fernwood Road in Bethesda.

We are aware the SHA is reviewing that area for possible construction of a noise barrier. Existing noise barriers placed by SHA are located adjacent to and on opposite properties along Rt. 495. We are strongly supportive of SHA's constructing the noise barrier and want to be included in the record as supporting the construction of a noise barrier along that segment of Rt.495.

If you have any questions or comments, please don't hesitate to contact me.

Sincerely,

Debbie Levi

#### DEBORAH A. LEVI 1 OUTPOST COURT NORTH POTOMAC, MD 20878 Voice Mail Pager 301-913-6425

### FAX TRANSMITTAL:

Date: 6/3/97 Fax Number 4/0 - 209-5003
To: Mr. Philip Soll
Message: I sent hard copy to M. adam and
Message: I sent hard copy to Mr. adam and Haght you unview whi to have this as well. Thomas for all your help in
Number of pages (inc. cover sheet) &
please show the attacked Support Letter with mr. Hade and anyone
plant mr. Hade and anjone Cetter with mr. Hade and anjone selse at your discussion
Bear

33/

Parris N. Glendening
Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

September 19, 1997

Ms. Ruth Litschewski 1860 Lindamoor Lane Annapolis MD 21401

Dear Ms. Litschewski:

CC:

Thank you for your recent letter to Governor Glendening regarding noise abatement along US 50. The Governor appreciates your concern regarding the impact of highway noise on the residents of the Lindamoor community, in Anne Arundel County, and asked me to respond on his behalf.

Your community was not previously eligible for a barrier because one could not have been built for a reasonable cost as defined in our prior noise policy. That policy, including the cost criterion, has been revised and the State Highway Administration (SHA) is evaluating a number of communities to determine whether they are now eligible for sound barriers. Yours is one of those communities. We anticipate this work will be completed this Fall, and an SHA representative will contact you once the results are available.

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead

Secretary

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is 410-865-1000 TTY For the Deaf: (410) 865-1342

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA Mr. James Hade, Noise Abatement Team Leader, SHA Noise Abatement Team, SHA

Drafted by: Philip Troll, OED/LAD/NAT - SEPTEMBER 9, 1997

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August, 1997

SECRETARY DEPARTMENT
OF TRANSPORTATION
The Honorable Governor Partis N. Glendening
State House
Annapolis, MD 21401

The Honorable Michael Busch 15 I Lowe House Office Bldg. 6 Governor Bladen Blvd Annapolis, MD 21401 GOVERNOR'S OFFICE

Sty 0 2 1997

The Honorable John C. Astle Presidential Wing James Senate Office Building Annapolis, MD 21401

The Honorable Virginia Clagett
The Honorable Phillip Bissett
212 Lowe House Office Bldg.
6 Governor Bladen Blvd
Annapolis, MD 21401

Dear Governor Glendening and District 30 Representatives:

During the planning phase of the Route 50 widening and bridge construction project, representatives from the SHA visited our community of Lindamoor and briefed us on the environmental impact that the project would have on our community. Our officers, at the time, questioned the SHA representatives on the estimate of the proposed traffic increase and specifically addressed both the increase in heavy commercial truck traffic as well as our concern over the attended increase in noise. We were told of minor increases in traffic and a small increase in road-generated noise.

Since that time, the project has been completed and the increase in truck traffic is not only greater than anticipated but, by its nature, occurs heavily during the evening and early morning hours (i.e -on a 24-hour continuous basis) The road noise associated with the reality of the new traffic patterns on Rt. 50 are significantly greater than expected and exceed the maximums for residential living. As a result, our quality of life has been adversely affected.

Accordingly, we request that the State initiate planning and budgeting activities to install appropriate sound barriers from the west side of the R1. 50 bridge to the Bestgate Road exit as part of your 1998 fiscal planning.

Sincerely,

4/674

Lindsmoor Resident

Lindamoor Resident

# OFFICE OF THE GOVERNOR MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

LID: 41674

ReceiveData: 9/3/97

8/2/97 Assign Pate: 9/17/97 Deadline Date :

Name:

Ruth Litschewski

1860 Lindamoor Lane Annapolis, MD 21401

RECEIVED

1897

SECRETARY DEPARTMENT OF TRANSPORTATION

Subject:

SOUND BARRIER REQUE

Description: Requests the construction of sound barriers on Route 60 near

Annapolis.

Agency:

MOOT

Unit:

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DE-DIRE	CT	NFOR	M	M	ON

If the response to this correspondence should be handled by another agency, please complete the following information and forward the completed form and the correspondence to the proper agency. Also, copy the completed form and send the copy to the unit indicated above.

Re-Directed to :	
Date:	 _



David L. Winstead Secretary

Parker F. Williams

MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION 138 DEFENSE HIGHWAY ANNAPOLIS, MARYLAND 21401

September 10, 1997

The Honorable Mary Ann Love 7961 Crownsway Glen Burnie MD 21061-6263

Dear Delegate Love:

Thank you for your recent letter regarding highway noise along MD 100 at the Taylor residence. Several outstanding issues remain to be resolved before an informed decision can be made regarding the possible installation of noise abatement in this area.

Jim Hade of our Environmental Design Division has informed me that he has recently talked with Mr. Ken Taylor and will maintain an open dialogue with him until a final decision is rendered. The issue that is currently being discussed concerns the dates each of the buildings on this property were constructed. These dates have to be compared to the date in which this section of MD 100 was opened, which was May 28, 1965. After this determination has been made, further noise analysis studies may be performed.

Again, thank you for bringing this matter to my attention and I will continue to keep you apprised of any further developments concerning the Taylor property. Please feel free to call me at (410) 841-5450 if you have any further questions.

Sincerely,

Paul D. Armstrong

District Engineer

PDA:si

/Jim Hade CC:

My telephone number is \_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

#### NOISE INOUIRY CHECKLIST

DATE 7/10/97	FILE? Y/N
CUSTOMER ID. # 1246	RECEIVED BY Fred Eisen
NAME Ms. Charlotte Lubbert	ů
ADDRESS 2311 Walnut Ave.	
Balto. Md 2122	7
	include zip code)
DAY TELEPHONE 1- (410) 923-6	425 (WORK / HOME)
OTHER TELEPHONE	
*** INQUIRY INFO	RMATION SUMMARY ***
HIGHWAY NAME / ROUTE NO. I-69	5
COMMUNITY / AREA NAME River	View Park
LOCATION ALONG HIGHWAY @ Holling	s Ferry Rd across from Brawing (
SUMMARY OF INQUIRY Wants nois	e readings taken soon.
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*** FOLI	LOW-UP ***
	BY Eisen/Hade/kelly
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Last called on 4/4/97	1 1 1 2 -1 -1
•	Lubbert week of 7/28/97 to set up
	y contacted Ms. Lubbert on 7/28/97 am
She said house was unoccupied and read	ing could be taken a any time.
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Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams

Administrator

October 29, 1997

Ms. Charlotte Lubbert 327 South Riverside Drive Crownsville MD 21032

Dear Ms. Lubbert:

Thank you for your recent telephone inquiries regarding noise abatement issues along I-695 in the Riverview Park area of Baltimore. I understand your anxiety over the impact of highway noise on the effect of noise from I-695 on the home that you are attempting to sell at 2311 Walnut Avenue.

Enclosed is the copy of the consultant's report you requested on the highway traffic noise measurements conducted on Walnut Avenue. The report includes a summary and discussion of the results, as well as maps and diagrams showing the exact locations where each test was conducted.

The State Highway Administration (SHA) is evaluating a number of communities that experience traffic noise impacts similar to the Walnut Avenue community to determine if they may be eligible for a sound barrier based upon the requirements in our sound barrier policy. This determination will be based upon the date the impacted homes were built in relationship to the highway, whether an effective barrier could be built and the cost of a barrier. We anticipate that this work will be concluded by the end of fall and we will contact you once the results become available. Enclosed for your use, is a copy of the (SHA) Sound Barrier Community Resource Guide, as well as a copy of our sound barrier policy.

Again, thank you for your interest. If you should have any other questions on this matter, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at (410) 545-8599.

Sincerely

Charles B. Adams

Director

Office of Environmental Design

**Enclosure** 

cc: Mr. James D. Hade, Noise Abatement Team Leader, SHA

My telephone number is

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 Ms. Charlotte Lubert Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Mr. Philip Troll, Noise Abatement Team, Landscape Architecture Division, SHA

Drafted by: Philip Troll, OED/LAD/NAT -- October 15, 1997

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David L. Winstead Secretary Parker F. Williams Administrator

March 31, 1997

Mr. Lloyd Lurie 1300 Court Square Building 200 East Lexington Street Baltimore MD 21202

Dear Mr. Lurie:

Thank you for your recent telephone call regarding Noise Abatement issues involving the residence at 7 Wincrest Court, in the Woodholme Green community, along I-695 in Baltimore County. Enclosed are copies of the Federal and State procedures that you requested.

The United State Department of Transportation, Federal Highway Administration, Procedures for Abatement of Highway Traffic Noise and Construction Noise serve as guidelines for the States, in terms of very basic procedures and criteria. In turn, these Federal procedures were used as guidelines by the State of Maryland to devise specific detailed criteria. The enclosed copy of the Maryland State Highway Administration Noise Policy is our current operating Noise Policy. A revised and expanded version is being finalized, but is not yet available for distribution.

The Maryland State Highway Administration's (SHA), noise abatement program has two elements referred to as Type I and Type II. With the Type I program, noise barriers, if warranted, are built in conjunction with new roadway construction or expansion of existing highways. When deciding where to build a barrier, we perform an environmental analysis during the highway planning process, to see whether future noise levels will equal or exceed an impact threshold and, if so, whether they can be reduced for a reasonable cost. The homes must predate the approval date of the highway improvements to be considered for this program. Currently, the accepted threshold level that must be met or exceeded is 66 decibels (dBA).

The Type II (retrofit) program, involves the construction of noise barriers for communities along existing highways. For communities to qualify, they must pre-date the original highway. One intent of this program is to provide a way to address areas of noise impact that may have resulted from highway construction that occurred before environmental analysis became a part of the highway development process. Analysis will determine if

My telephone number is \_\_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

existing noise levels equal or exceed the impact threshold. If so, further evaluation is performed to see if an effective barrier can be built for a reasonable cost. I assure you each of the communities protected by noise barriers meet all of the applicable criteria for either the Type I or Type II program.

In regard to the issue of dirt and exhaust fumes, there have been limited studies that seem to demonstrate that noise barriers may provide some benefits in these areas, under certain circumstances. The air quality benefits, or lack thereof, of noise barriers are linked strongly to meteorological conditions (wind speed and direction in particular) and the proximity of homes relative to the barriers. The overall effects, either positive or negative, are small.

Again, thank you for your call and your concern. If you have any other related questions, comments or concerns that I can be of assistance with, please do not hesitate to call me at (410) 545-8600.

Sincerely,

Philip Troll, Citizen's Concerns

Noise Abatement Team

Office of Environmental Design

cc: Charles B. Adams, Director, Office of Environmental Design, SHA James Hade, RLA, Team Leader for Noise Abatement, SHA



342

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams Administrator

See Jelanah heu,

November 19, 1997

Mr. Harvey B. Maisel Maisel-Hollins Associates, Inc. 8627 16th Street Silver Spring MD 20910

Dear Mr. Maisel:

Thank you for recent letter requesting that the Southwest quadrant of Fernwood Road at I-495, be included in our Noise Wall program. I would like to update you on the issues involving the parcel of land along I-495, between the Bradley Manor Subdivision and Fernwood Road.

The parcel of land at this Southwest quadrant, referred to as Bethesda P10, is not eligible for a barrier as no residences which predated the construction of the highway exist in the area of impact. The date criterion as defined in our noise policy allows for consideration of barriers for communities where the homes existed prior to the highway.

Enclosed you will find a copy of a letter in response to an inquiry from a Ms. Deborah A. Levi concerning this same parcel of land. I believe that this will explain the background on this particular concern.

Again, thank you for your interest. If you should have any other questions on this matter, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at (410) 545-8599.

Janual 1

Director

Sincere

Office of Environmental Design

enclosure

cc: Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

My telephone number is \_\_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Mr. Harvey B. Maisel Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Landscape Architecture Division, State Highway Administration

Mr. Charles K. Watkins, District 3 Engineer, State Highway Administration

## MAISEL - HOLLINS ASSOCIATES, INC.

344

November 6, 1997

Charles B. Adams, Director Office of Environmental Design State Highway Administration 707 North Calvert Street Baltimore, MD 21202

Re: Southwest quadrant of Fernwood Road and Washington Beltway

Dear Mr. Adams:

This letter will serve as a request to have the referenced portion of Beltway frontage included in your noise wall problem. From this point west, most of the homes are at grade with the paved road surfaces. All would benefit from this installation.

In the past we have worked closely with several agencies within the administration, always attempting to accommodate and assist in their needs. Anything you or your group could do to help would be appreciated.

Thank you for your consideration.

Sincerely yours,

Harvey B. Maisel

loise team

Please draft a

reply for my signature

Viedus

fernw.ltr



3/2

Secretary
Parker F. Williams

David L. Winstead

Parker F. Williams Administrator

September 9, 1997

Ms. Deborah A. Levi 1 Outpost Court North Potomac MD 20878

Dear Ms. Levi:

Thank you for your telephone calls and letter on behalf of Maisel - Hollins Inc., regarding noise issues along I-495 in the vicinity of the Bradley Manor community of Montgomery County. I would like to update you on the issues involving the parcel of land between the Georgetown Swim Club and I-495.

The parcel in question, referred to as Bethesda P10, is bordered on the South by a private recreational facility, the Georgetown Swim Club; to the East by Fernwood Road; to the North by I-495 and to the West by the Bradley Manor development. This parcel was not previously eligible for a barrier as no residences which predated the construction of the highway existed in the area of impact.

The date criterion as defined in our noise policy only allows for consideration of barriers for communities where the homes existed prior to the highway. While we certainly understand your concerns, the date criteria is one of the basic planks of our noise policy. Any development on that parcel would not be eligible for State funded noise abatement measures.

I regret that we cannot provide you with a more positive response to your inquiry. A copy of SHA's Sound Barrier Community Resource Guide and our noise policy are enclosed for your information.

Again, thank you for your interest. If you should have any other questions on this matter, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at (410) 545-8599.

Sharles B. Adams

Director

Office of Environmental Design

encl.

Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

My telephone number is \_\_\_\_\_\_

David L. Winstead Secretary

Parker F. Williams Administrator

July 16, 1997

346

Mr. Barry Malter 7334 Heatherhill Court Bethesda MD 20817

Dear Mr. Malter

Thank you for inquiry regarding noise barriers along I-495X, the Cabin John Parkway, in Montgomery County. Please find enclosed a community resource guide that will help explain our sound barrier program..

With the active participation of communities and citizens, we are continuing to improve the quality of life in Maryland. The State Highway Administration (SHA) is presently evaluating a number of communities that experience traffic noise impacts similar to Bannockburn Estates. Once these analyses are finished, a priority list will be established for those communities where noise barriers are determined to be warranted. We anticipate that this review will be concluded by the end of this Summer and we will share the results with you when this work is concluded.

Again, thank for your interest and your E-Mail. If you should have any other questions concerns on this matter, please contact me at (410) 545-8599.

Sincerely,

Zames T. Harle

James D. Hade ASLA Acting Team Leader

Noise Abatement Team

Office of Environmental Design

cc: Noise Abatement Team, SHA

My telephone number is \_\_\_\_\_

**₹**\$ ≈<u>₹</u> ..

Drafted by: Philip Troll, OED/LAD/NAT -- July 15, 1997

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SHI

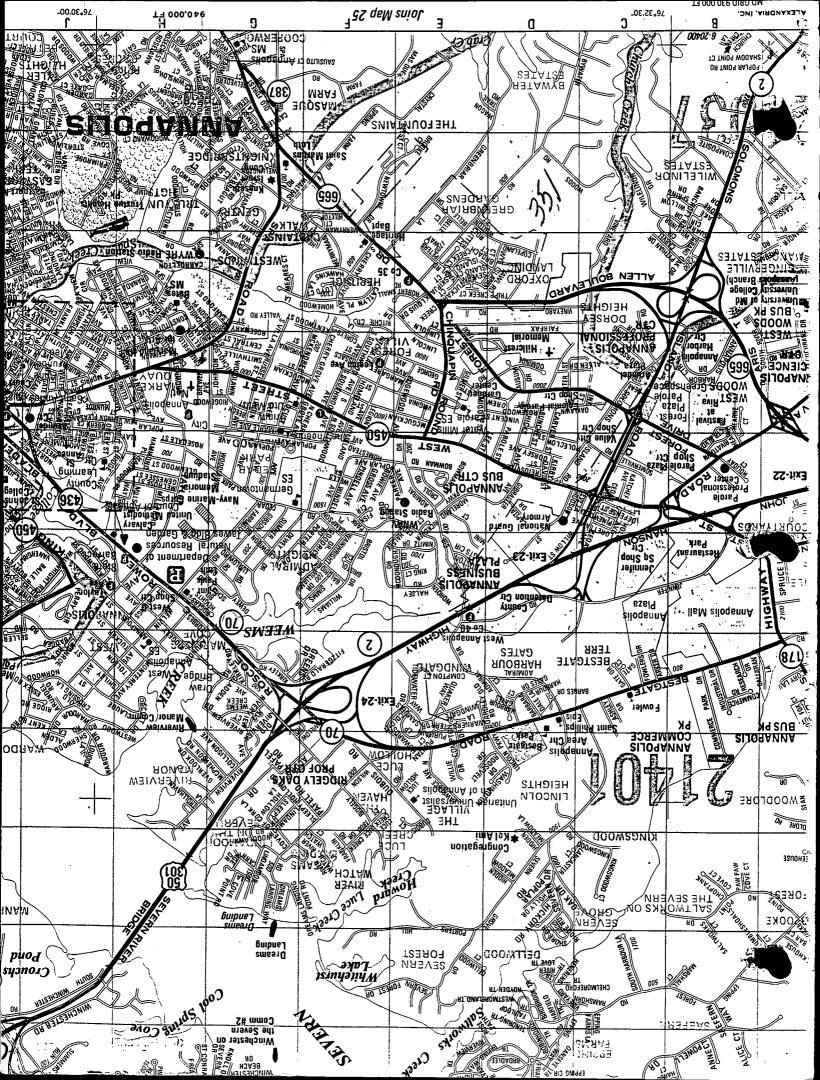
#### NOISE INQUIRY CHECKLIST

DATE 4 30 47 FILE? Y/N
CUSTOMER ID. # 125/ RECEIVED BY J.
NAME Barry Malter Mart Co. F.
ADDRESS 7334 Heather hill court
Bethesda MD 20017
(include zip code)
DAY TELEPHONE 202-424 7546 (WORK / HOME)
OTHER TELEPHONE 301 - 229 - 0507
*** INQUIRY INFORMATION SUMMARY ***
HIGHWAY NAME / ROUTE NO. Cabin John Darkway
COMMUNITY / AREA NAME Bannockburn Estates
LOCATION ALONG HIGHWAY Backs to Cabin John Pkmy (WB)
SUMMARY. OF INQUIRY Highway has gother very noisy. Recent
improve ments to connecting Routes has facilitated
more traffic at higher speaks. Wants Noise barries.
Also Please sent Copy of Policy
*** FOLLOW-UP ***
DATE BY DATE
2- Com John 15 State Choned Maintained - nesearch Date Mistory. POT
7334 Built ~ 1985
i i
•
*** REFERENCE FILES ***
Re: 829 ~ Hahn /willis 7008 Heather Hill Road (3) Tenied -No
**



NOISE INQUIRY CHECKLIST

	DATE June 320 94 FILE? Y/N
	CUSTOMER ID. # 1265 RECEIVED BY Philip
	NAME Alexis Markell - Board of Doches - OC) 1 ) IT MOto
•	177. C.
•	ADDRESS the hance Hall of Trippe Court
	(include zip code)
	DAY TELEPHONE #0-767-7052 Gred Line: 7541) WORK HOME)
	OTHER TELEPHONE
·	*** INQUIRY INFORMATION SUMMARY ***
	HIGHWAY NAME / ROUTE NO. Aris T. Allen Bly - Re 665
	COMMUNITY / AREA NAME Office Lawing II / Forest Drive / Trope Court
	LOCATION ALONG HIGHWAY Just E of intersection w/2
	SUMMARY OF INQUIRY Wants sound wals - Had talked W/ CBA (??) Referred
	by Att. Cty Planner - Also talked WEllen Fogerty - Talked with onknown person
,	of SHA-who saw wall disallowed because it is a new divelopment - She claims
C	Commundy predictes toad (3) Now words to talk to Time about demand of 1) more
	Will check *** FOLLOW-UP *** Also corious if this is something that
	DATE BY developer should have dolle. If so,
<b>)</b>	
10. J. Manus	(A) (G)
	Trippe Creek Court predates the Boxlevando - Not qualify for wall
Refrict a RW	Was developer responsible for Noise abatement? Tom 5mile - They loft frees in place
	Suggested calling County Loning to see what requirements are ~ Ts developer still
	Supposed to do some thing? Is there an agreement with them in place?
	*Main thing is to give Ms. Markell into so she doesn't go into the 94 meeting supply handed >>
	Re: #337 (Bato Cty?) FDAT report on Tripp Creek Count



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06/03/97 REAL PROPERTY SYSTEM

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Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

September 29, 1997

Mr. John Marsch 10928 Hillcrest Drive Laurel MD 20723

Dear Mr. Marsch:

This letter is a follow up to our September 25 telephone conversation regarding a sound barrier for the area adjacent to northbound US 29 that includes Hillcrest and Hammond Roads. As I indicated to you in our discussion, a sound barrier is not possible for the following reasons:

- An effective barrier cannot be constructed due to the presence of the access points to US 29 at Hillcrest and Hammond Roads. These points of access would require gaps in a barrier that would severely limit the effectiveness.
- The noise level measurements this past June indicate that four to five properties experience noise levels above the impact threshold of 66 decibels. Even without the presence of the access points, the cost of an effective sound barrier for a few residences would likely exceed our cost/residence criterion of \$50,000. We would need to perform additional analysis to determine the exact cost but our experience is that cost would not be within the limit.

As we also discussed, there are improvements being planned along this section of US 29 that will construct interchanges at Hopkins/Gorman Road and MD 216. These improvements are, however, not funded for construction at this time and there is no certainty of when these improvements may be funded. As a part of the development of these projects is the consideration of closing Hillcrest and/or Hammond Road. As the design of these improvements progresses, including addition of one lane in each direction along US 29 the State Highway Administration will be evaluating the feasibility of a sound barrier. The ultimate decision on construction of a barrier will be based upon whether an effective barrier can be built to protect those homes that experience or will experience noise levels after the improvements above the 66 decibel impact threshold and within our cost guidelines. I am enclosing a copy of our sound barrier policy for your information.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mr. John Marsch Page Two

You have also requested that if a sound barrier cannot be built that the State Highway Administration purchase your home. We are not in the position to be able to honor this request. I hope this letter clarifies our position. If you have any questions, please do not hesitate to call me at (410) 545-8640.

Sincerely

Charles B. Adams

Director

Office of Environmental Design

Enclosure

Mr. John Marsch Page Three

bcc:

Ms. Sharon Blankenship Mr. Robert L. Fisher Mr. Jim Hade Noise Team



35/4

David L. Winstead Secretary

Parker F. Williams Administrator

July 22, 1997

Mr. John Marsch 10928 Hillcrest Drive Laurel MD 20723

Dear Mr. Marsch:

As a follow up to your July 21 phone call to me, I am enclosing for your information a copy of the noise monitoring report which documents the recent noise measurements taken in your community. The State Highway Administration is in the process of evaluating a number of requests for sound barriers across the State. Your community is included in this evaluation. We anticipate that this work should be completed by the end of the Summer. I will contact you when this is completed and we have more definitive information about a sound barrier for your community. In the meantime, if you have any questions about the report, please do not hesitate to call me at (410) 545-8640.

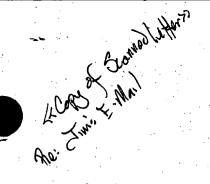
Charles B. Adams

Director

Office of Environmental Design

Mr. John Marsch Page Two

bcc: Mr. Robert Fisher (Mr. James Hade)



### DUPLIGATE

John A- & Kathleen T. Marsch 10928 Hillcrest Drive Laurel, Mc[ 20723 (301) 4984175 e-mail jamarsch@claik net

State Highway Administration District 7 5111 Buckystown Pike Frederick, Md 21704

Dear Mr. Robert Fisher

This letter is in response to a telephone conversation with Mr. Bob Bofinger on Monday February 24, 1997. Our discussion centered on Rt. 29 in southern Howard county. I live on the corner or Rt29 and Hillcrest Drive. I have lived at this addi~ for 27 years.

About 7 years ago the state had meetings with residents about the planned Route 29 expansion from Rt. 40 in northern Howard County to the Montgomery County line in s:rthern Howard County. At that time, I expressed my concerns that noise measurements were not part of the environmental impact report. The state agreed and proceed to do noise readings on the corner of Rt. 29 and IlilIcrest Drive. These reding showed that this area failed the OSHA and EPA noise laws at that time. Seven years later the noise has only gotten worse. Instead of only at rush hours it is now 24 hours a day. With the start of contruction of the inside lanes on Rt.29, this problem will only intensity

The state is clearly in violation of Federal noise and pollution laws along Route 29, for your information and perusal, I am enclosing several pieces of legislation designed to protect the people and the environment:

- 1. The noise control Act Of 1968. The state is not enforcing this Act.
- 2. Basic Pollution Law of 1971. This law sets decibel levels for noise exposure, and the state is in violation of this law.
- 3. The Vibration Regulation Law of 1976, which also sets decibel levels for expose.

In addition, since I was retsred because of hearing loss, you are pro~iy in violation of the Americans with Diibilities Act.

To coreect the situation, I propose possible solutions:

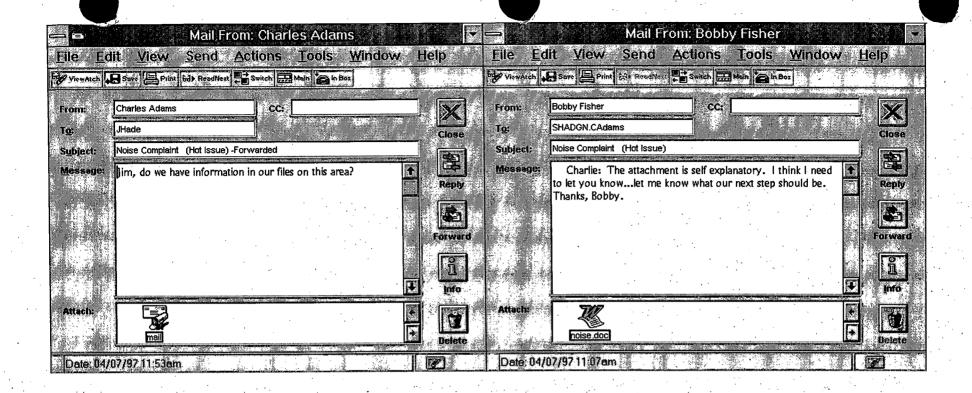
- 1. Erect a noise barrier along north bound Rt. 29.
- 2. Buy my home from me at the appraised market value. (This could be a cost effective option for the state since there are only 5 homes that sit along Rt. 29 North from the Montgomery County line to Md Rt. 32. The purchase of these homes along with the vacant land in between will give the state expansion options into the 21~ Century at a relatively cheap cost. Rt.29 will be a m~jor North-South highway for years to come.)

Delaying the resolution of the situation will result in my instigation of legal proceedings. I look forward to hear

from you in the next week or so.

Sincerely,

A- Marsch





## Maryland Department of Transportation The Secretary's Office

36/

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari
Deputy Secretary

December 22, 1997

Mr. Joseph P. Martin 7224 Longwood Drive Bethesda MD 20817

Dear Mr. Martin:

Thank you for your recent letters to Governor Glendening and State Highway Administrator Parker F. Williams, requesting that sound barriers on the I-495/I-270 split be funded in the 1998 Capital Improvement Budget. The Governor asked me to respond on his behalf.

Funding decisions for highway improvements, including sound barriers, are made annually and are presented in the Department's Consolidated Transportation Program (CTP). This document includes planned improvements over a six-year period and is finalized each January. The CTP for 1998-2003 is in the final stage of preparation, and we have noted your request for the construction of a sound barrier for Longwood. The needs of this community, together with our overall transportation needs and the availability of funds, will be considered as funding decisions for the final CTP are made.

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's (SHA) Director of Environmental Design, who may be reached at 410-545-8640 or, toll-free in Maryland, at 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary -

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

Mr. Joseph P. Martin Page Two



bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design,

SHA

JMr. Philip Troll, Noise Abatement Team, Office of Environmental Design, SHA

Drafted by: Philip Troll, OED/LAD/NAT -- December 12, 1997 SERIAL: #7657 -- DLW/PNG -- Replaces #97DEC5 -- PFW

E:\CORRESP\1997\DRAFTS\MART1201.DLW 12/12/97 3:55 PM

363

12/1/97

Mr. Parker F. Williams, Administrator State Highway Administration 707 N. Calvert St. Baltimore, Md. 21202

Dear Mr. Williams,

I am writing to thank you for finding in favor eligibility for noise barriers covering the area from Bradley Blvd. to Fernwood Dr..

You may recall as I have written to you before, I live at the end of Longwood Drive in Bethesda (I appreciate all of your offices responses). This past summer, members of the Transportation Departments' noise abatement team conducted decibel readings on my property. The results indicated that my property is amongst the loudest in the area. Longwood Dr. ends at the I495/I270 split and my backyard abuts the beltway. There are 12 lanes of traffic in my backyard. I understand now my street and surrounding community have been deemed eligible for noise barriers. However, I also understand that a "gap" of about 500 feet to the west of Greentree was not included in the eligibility report. I would like to ask that your office reassess this area and close this gap.

I have written both Governor Glendening and Secretary Winstead with requests for final approval of funding from the state as well as Council Member Betty Ann Kranke of the County Council for "piggyback" funding.

Thank you for recognizing our problem and, again, for the work you have done in pursuit of noise barriers for our neighborhood; Please also help us close the aforementioned gap.

Sincerely,

Joseph F. Martin 7224 Longwood Dr. Bethesda, Md. 20817 (301)-365-6124

97.DEC -3 AN 2:26

**PLYLE** HIGHWAYS VOWINT

41219

364

12/1/97

Governor Parris N. Glendening State House 100 State Circle Annapolis, Md. 21401

Dear Governor Glendening,

I am writing to request that you ask Secretary Winstead of the Transportation Department to include funding for noise barriers in the 1998 Capital Improvement Budget.

I live at the end of Longwood Drive in Bethesda in Montgomery County. This past summer, members of the departments' noise abatement team conducted decibel readings on my property. The results indicated that my property is amongst the loudest in the county. Longwood Dr. ends at the 1495/1270 split and my backyard abuts the beltway. There are 12 lanes of traffic in my backyard. My property is adjacent to the family on Armat Drive that I understand you have recently recognized as having been "tortured" by the noise.

Thank you for recognizing our problem and, again, I ask that you direct Mr. Winstead to release funds for noise barriers.

Sincerely

Joseph P. Martin

7224 Longwood Dr.

Bethesda, Md. 20817

(301)-365-6124

From:

Irene Heline

To:

DAustin, JHade, PTroll

Date:

December 9, 1997 (Tuesday) 2:56pm

Subject:

#7657 and #97DEC5

Donna,

You can take #97DEC5 (for Parker's signature) off of your log. This gentleman wrote to everybody and their brother. We will acknowledge in #7657 that he also wrote to Parker.

Thanks,

Irene

365



366

David L. Winstead Secretary

Parker F. Williams Administrator

September 16, 1997

Mr. Joseph P. Martin 7224 Longwood Drive Bethesda MD 20817

Dear Mr. Martin:

Thank you for your letter inquiring about the possibility of having a noise measurement taken at your home. In May of this year we placed noise meters in your neighborhood. The meters were placed throughout the community and consisted of long and short term noise measurements. I have attached a copy of results of these measurements for your information.

In our last letter to you we stated that we where presently evaluating a number of communities that experience traffic noise impacts similar to Longwood and that this review would be concluded by the end of this summer. We are in the final stages of our statewide review to determine those communities that may be eligible for a sound barrier under our new policy. The review is taking longer than hoped but will be completed this Fall and SHA will contact you with the results as they become available.

Again, thank you for your interest and your letters. If you have any related questions, comments or concerns that I can be of assistance with, please do not hesitate to call me at (410) 545-8598, or contact Philip Troll at (410) 545-8600.

Sincerely,

Fred Eisen, Project Manager Noise Abatement Team

Office of Environmental Design

Attachment

cc: Mr. Philip Troll

Noise Abatement Team

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

My telephone number is \_\_\_\_\_

ha 1372a



361

David L. Winstead Secretary

Parker F. Williams Administrator

July 1, 1997

Mr. Joseph P. Martin 7224 Longwood Drive Bethesda MD 20817

Dear Mr. Martin:

Thank you for your letters inquiring about plans for noise barriers along I-495, near the I-270 split in Montgomery County. I apologize for the delay in responding to your concerns about the traffic noise impacts on your community.

The State Highway Administration (SHA) is presently evaluating a number of communities that experience traffic noise impacts similar to Longwood. Once these analyses are finished, a priority list will be established for those communities where noise barriers are determined to be warranted. I anticipate that this review will be concluded by the end of this summer and will share the results with you as soon as they become available.

Please find enclosed the postage paid return envelope that you kindly offered us. Allow me to return that to you for your future use. Philip Troll, of our Noise Abatement Team, will continue to be in touch with you to keep you informed.

Again, thank you for your interest and your letters. If you have any related questions, comments or concerns that I can be of assistance with, please do not hesitate to call me at (410) 545-8640, or contact Philip, with our Noise Abatement Team, directly at (410) 545-8600.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

lu B. adam exp

**Enclosure** 

cc: James Hade, RLA, Team Leader for Noise Abatement, SHA

My telephone number is \_\_\_\_\_\_

RECEIVED DECEDVED 96 JUN 181997 July 15 194. Found regrences to **19 1997** 1à Mov'96 letter. I called, with applacions ontour behalf and the deputs This is my third request -of response, if only an acknowledgement you have Alcewed my organies, Thank you I have enclosed a return carelyse Less your reply

3rd 122 (67 3rd 109 (116 | 97

7224 Longwood Dr. Bethesda, Md. 20817

Mr. Charlie Adams, Director-Office of Environmental Design SHA 707 N. Calvert St. Baltimore, Md. 21202

Dear Mr. Adams,

My wife and I purchased the above addressed house in July of this year. This house is the last home at the end of Longwood Dr. Longwood dead ends at the Rt. 495/Rt. 270 split (where there is current construction) where 495 is heading north and 270 is heading east towards Old Georgetown Rd..

I am writing to inquire about the state (or county) plan to install a noise barrier. There is a noise barrier on 495 which ends at Bradley Blvd. overpass, which leads me to believe there may be an extension of such sometime in the future. Can you respond to me with any feedback you may have as to any plans for a noise barrier?

Thank you in advance for your response.

Sincerely,

Joseph ∯. Martin (301)-365-6124



370

David L. Winstead Secretary

Parker F. Williams Administrator

July 10, 1997

Mr. Steve Mihaly 2590 Bell Creek drive Davidsonville, MD 21035

Dear Mr. Mihaly:

I am writing to you to report the findings of our measurement study of highway traffic noise from US 50. The study was conducted at your home and at 1211 Village Lake Drive in the Lake of the Pines community. Copies of the data are enclosed for your information.

Our study involved measurement of the noise level simultaneously at the two locations indicated for a period of 24 hours. The testing was conducted in the backyard areas of each home, which are the use areas closest to the highway. The testing was structured to provide noise level readings every 15 minutes continuously for 24 hours. From this data hourly noise levels were obtained. A tabulation of the 15-minute and one-hour noise level data and a graphical depiction of the data are presented in Exhibits 1 and 2. To ease comparison, Exhibit 3 is provided to show the data from both locations on a single graph. As you can see, the noise level at your home is well below the impact threshold of 66 dBA, but reached or exceeded that level for several hours during the morning rush-hour period at 1211 Village Lake Drive.

The State Highway Administration is evaluating numerous communities in order to determine their eligibility for noise barriers under the revised noise policy. The Lake of the Pines community will be included among those evaluated. The review is scheduled to be completed in early Fall, 1997, at which time we will advise you of the results.

If you have any questions in the meantime, or if you wish to discuss the enclosed study results, please feel free to contact Mr. Ken Polcak of our Noise Abatement Team at (410) 545-8601.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc:

Noise Abatement Team

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

### Maryland Department of Transportation

The Secretary's Office

371

Parris N. Glendening Governor

David L. Winstead
Secretary

John D. Porcari
Deputy Secretary

July 22, 1997

Mr. James F. Miller 2922 Stanton Avenue Silver Spring MD 20910-1217

Dear Mr. Miller:

Thank you for your recent letters to Governor Glendening and to representatives of the State Highway Administration (SHA) regarding noise barriers in the Forest Glen Park area of Montgomery County. The Governor asked me to respond on his behalf.

With the active participation of communities and citizens, we have continued to take steps to improve the quality of life and enhance safety for our fellow citizens both for today and in the future. The SHA is presently evaluating a number of communities that experience traffic noise similar to Forest Glen Park, to determine if noise barriers are feasible and justified. Once these analyses are finished, a priority list will be established for those communities where noise barriers are warranted. This review will be concluded by the end of this Summer and we will contact you with the results when this work has been completed.

Again, thank you for your letters. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you wish additional information regarding this matter, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

My telephone number is (410)-

Mr. James F. Miller Page Two 372

bcc: Mr. Parker F. Williams, Administrator, State Highway Administration Mr. Jim Hade, Noise Abatement Team, State Highway Administration





David L. Winstead Secretary

Parker F. Williams

July 2, 1997

James F. Miller 2922 Stanton Avenue Silver Spring, Maryland 20910-1217

Mr. Miller

Thank you for your letter concerning highway traffic noise in the Forest Glen Park area, located near I 495.

There are a number of communities similar to Forest Glen Park that are currently being evaluated to determine if they meet the revised criteria for a noise barrier. It is anticipated that we will have more information to share by the end of this summer.

Again, thank you for your letter. If you have any questions regarding this matter, please feel free to call Mr. Charles Adams, Director of Environmental Design at (410) 545-8640.

Sincerely,

James Hade, ASLA

ands D. Hale

Acting Team Leader for Noise Abatement

cc: Mr. Thomas E. Natan, Jr.

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

July 7, 1997

2922 Stanton Avenue Silver Spring, MD 20910-1217

RECEIVE

Honorable Parris N. Glendening Governor of Maryland State House Annapolis, MD 21401

Dear Governor Glendening:

OF TRANSPORTATION

I was pleased to read in the June 17, 1997 edition of the Washington Post that you are concerned about highway noise and the consequences that this insidious environmental impact has on once quiet and stable neighborhoods.

You were quoted as having "a high commitment to quality of life" and we understand and concur with your concern over human environmental values. We too are attempting to improve our neighborhood but it seems that the detrimental effects of the Beltway have cast a noisy spell over us. There is a solution but I am fearful that our State Department of Transportation has bypassed our neighborhood in implementing belated remedial noise abatement measures.

I would like to share with you a letter that I sent recently to the State Highway Administration regarding this matter. would appreciate any assistance that you can provide in our quest for some measure of quiet from an environmental degradation not of our own making but forced upon us by the State and Federal Governments.

My profound gratitude to you in your continuing effort to make Maryland a better place in which to live and make it a leader among the States in the quality of the human environment.

Sincerely yours,

James F. Miller

Enclosure

cc (with enclosure): David L. Winstead, Maryland Secretary of Transportation Christopher Van Hollen, Jr., Maryland State Senate Leon G. Billings, Maryland House of Delegates Sharon M. Grosfeld, Maryland House of Delegates John Adams Hurson, Maryland House of Delegates Douglas M. Duncan, County Executive, Montgomery County Derick P. Berlage, Montgomery County Council

(COPY)

3/19

June 4, 1997

2922 Stanton Avenue Silver Spring, MD 20910-1217

Mr. James Hade
Noise Abatement Team Director
Environmental Design Division
Maryland Highway Administration
P.O. Box 717, Mailstop C303
Baltimore, MD 21203-0717

Dear Mr. Hade:

Re: Forest Glen Park - Beltway Noise Intrusion

Forest Glen Park is an old established, and ONCE QUIET community which existed long before the beltway was conceived and constructed.

YOU HAVE INVADED OUR NEIGHBORHOOD AND HAVE MADE PARTS OF IT ALMOST IMPOSSIBLE FOR HUMAN HABITATION. THE NOISE IS LIKELY TO BECOME MORE UNBEARABLE AS YOU ARE PROBABLY PLANNING TO INFLICT MORE INEQUITIES ON US THROUGH BELTWAY "IMPROVEMENTS"!

You have purported to study the feasibility of noise barriers; However, study is cheap and we are in need of action and some relief. Beltway studies in the early 1980's, prior to widening, indicated the extreme and unacceptable noise levels found in our area.

The noise levels are so high in some parts of the community so as to make it difficult to sell properties. A case in point: the house across from us is being marketed—it is the oldest and probably the best dwelling on the street but it has one flaw—BELTWAY NOISE! As soon as prospective buyers step out of their automobiles they are well aware of this fact, and the house remains unsold. ARE YOU GOING TO CONTINUE TO DEVALUATE OUR PROPERTIES, PARTICULARILY WHEN YOU HAVE THE "KNOW-HOW" AND THE MEANS TO ENHANCE THEM, OR AT LEAST MAKE THEM COMPETITIVE?

You have constructed noise barriers on most other segments of the beltway where you have impacted older established residential areas. However, you have toyed with us for over 35 years. It is about time that we, as taxpayers, get some positive response from State government.

Several Federal agencies--HUD, EPA, DOT/PHWA, DOD and VA issued guidelines for planning residential areas which describe noise levels in the range we are subjected to as being unacceptable for residential development. In fact, I believe (and early 80's studies indicated) that we are experiencing levels 15-20 decibels above those recommended by the EPA in their report, "Information on the Levels of Environmental Noise

-2-

Requisite to Protect Public Realth and Welfare with an Adequate Margin of Safety". If you read this and related literature on this subject, you will understand the basis of our concern and why we find it necessary to complain loudly and clearly about our plight.

You have built in several environmental catastrophes and hazards on the stretch of beltway between Georgia Ave. and Connecticut Ave. Besides noise, we are subjected to unreasonable amounts of air pollution, and we have the unique distinction of living next to probably the most hazardous stretch of concrete on the entire system. It is disheartening to hear sirens at all hours and know that innocent people are being killed or maimed by, what many believe, to be an ill-conceived route alignment which was dictated more by cost saving, influence and politics than good highway planning.

IT IS ABOUT TIME THAT SOMEONE HEEDS OUR PLEAS. IT IS NOT TOO LATE TO MAKE AMENDS FOR PAST FAILINGS. PLEASE PROVIDE US WITH THE LONG OVERDUE NOISE BARRIERS SO THAT WE MAY REGAIN SOME MEASURE OF TRANQUILITY THAT WE FORFEITED WHEN THE BELTWAY WAS BUILT!

Sincerely yours,

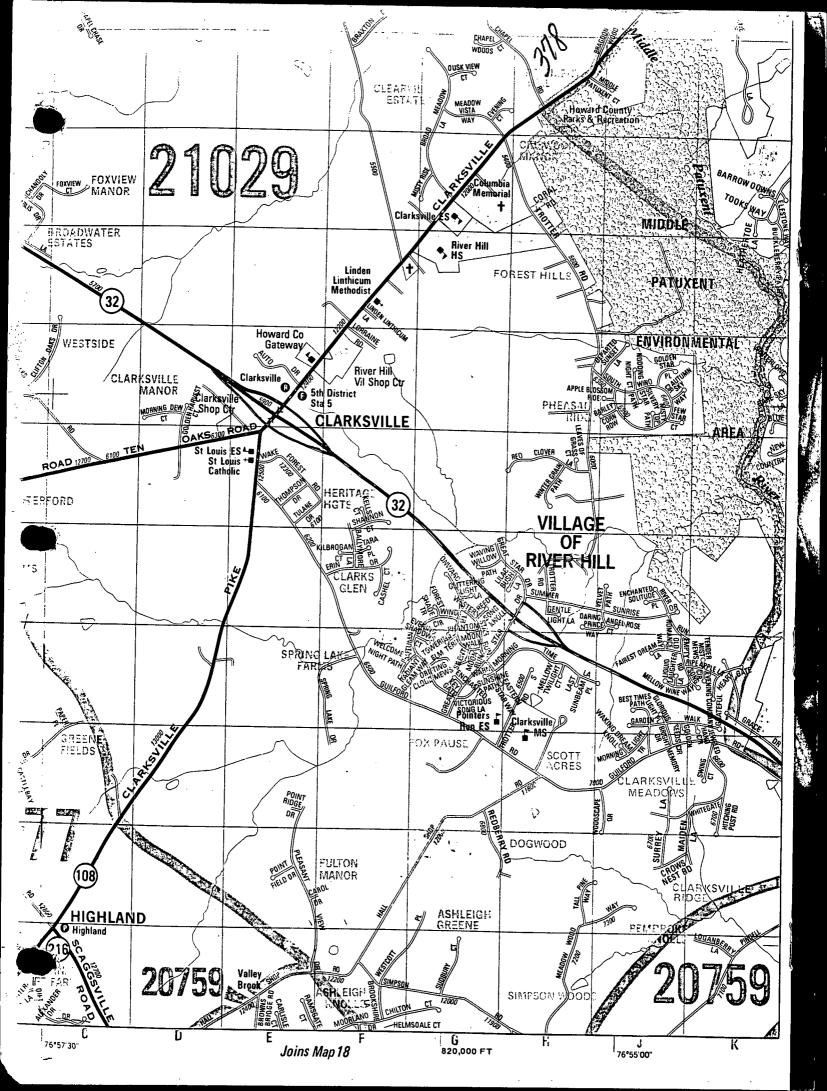
James F. Miller
(301) 585-6588

cc: Mr. Charles Adams, Director, Environmental Design Division

317

## NOISE INQUIRY CHECKLIST

DATE 3/4/97	FILE?(Y)/N_
CUSTOMER ID. #	RECEIVED BY Sime HADE
NAME Allison	Mitchell House
ADDRESS 6353	Morning time lave
	(include zip code)
DAY TELEPHONE 4/0	531 9524 (WORK / HOME)
OTHER TELEPHONE	
*** INQUIRY I	NFORMATION SUMMARY ***
HIGHWAY NAME / ROUTE NO	MOSZ
COMMUNITY / AREA NAME Po	inter's Run
LOCATION ALONG HIGHWAY	
SUMMARY OF INQUIRY Dog	es Not want a wall
	THE TOURS A WALL
· · · · · · · · · · · · · · · · · · ·	FOLLOW-UP ***
DATE	BY
- None Neded u	inless wall is likely
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*** REFE	ERENCE FILES ***
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David L. Winstead Secretary

Parker F. Williams

September 24, 1997

Mr. Bob Morris 5106 West Penfield Road Columbia MD 21045

Dear Mr. Morris:

Thank you for your letter regarding noise abatement issues along Route 29, between Route 175 and Route 108. I share your concern over the impact of highway noise on your fellow residents of the Guilford Downs community in Howard County.

The State Highway Administration (SHA) is evaluating a number of communities to determine whether they are now eligible for sound barriers. I have instructed our Noise Abatement Team to initiate a study of your area. Mr. Ken Polcak, of our Noise Abatement Team, will be in touch with you shortly to make arrangements to perform the noise analysis. A copy of SHA's Sound Barrier Community Resource Guide and our noise policy are enclosed for your information.

Again, thank you for your interest. If you should have any other questions on this matter, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at (410) 545-8599.

Sincerely

Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Ken Polcak, Noise Abatement Team, State Highway Administration

My telephone number is \_\_\_\_\_

Noise Tea. File

Attn: Charles Adams Dir. Office of Env. Design State Highway Administration 707 North Calvert Street Baltimore, MD. 21202

June 2nd, 1997

Dear Mr. Adams:

On behalf of the Guilford Downs Community Association in Howard County I request that a noise study be conducted at my property (5106 West Penfield Road) and/or nearby properties in the Guilford Downs development. Our development of 57 homes is located adjacent to northbound Route 29 between Routes 175 and 108. Twelve of these homes have property lines in common with S.H.A. Route 29 property and the homes themselves are located very close to the

current Route 29 highway lanes.

Like the Columbia Hills development, also located adjacent to northbound Route 29 but north of Route 108, our community was built in the late 1950s and early 1960s when Route 29 was a two-lane highway. Since then we have seen the highway grow to four lanes, then six lanes and intersections replaced with interchanges. All of these changes have resulted in more vehicles travelling on Route 29, including large trucks that are using Route 29 as a round the clock alternative to Route I-95, at faster speeds creating higher noise levels throughout the day and night.

As a result of this traffic our walls frequently crack, china rattles, windows are rarely opened, less and less time is spent outdoors, falling asleep is more difficult, windows are removed on sides of homes facing the highway, and the value of our homes has

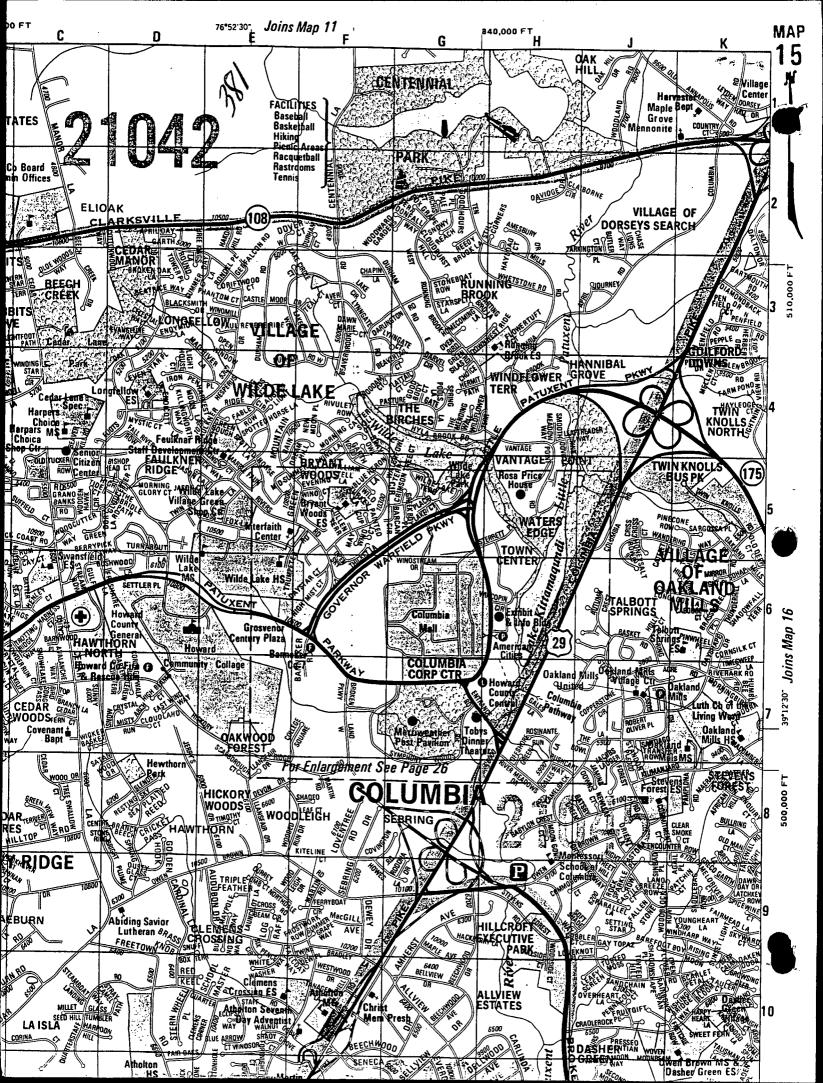
decreased.

The Guilford Downs Community Association asks that a noise test be conducted at the soonest possible opportunity so that it can be determined that the noise levels warrant the construction of a sound barrier wall in our community.

Sincerely,

Robert C. Morris  $(202) - 707 - 8504 \circ$ 

(410) - 964 - 1614 H







David L. Winstead Secretary Hal Kassoff Administrator

April 9, 1997

Ms. Claudia A. Mouery, Correspondent Beltway Committee Cromwood, Coventry and Satyr Hill Community Association 8711 Jenifer Road Baltimore MD 21234-2707

Dear Ms. Mouery:

We are happy to inform you that the State Highway Administration received bids on March 27, 1997 for the noise abatement project from Loch Raven Boulevard to Perring Parkway. We expect to award the contract in May of this year and to issue a Notice to Proceed on or about June 2, 1997. The project is scheduled to be completed in the Fall of 1998 weather permitting of course.

You also inquired about the design of the noise wall as it crosses the I-695 bridge over E. Joppa Road. The noise barrier for the outer loop of I-695 will cross the bridge and will extend 200 feet to the east towards Perring Parkway. The 200 feet of barrier will be in a temporary location and would be relocated in a permanent location when the I-695 bridge over Joppa Road is widened. A metal noise barrier will be attached to the bridge with a transition between the temporary and permanent noise walls. On the inner loop the barrier will also continue across the Joppa Road bridge and extend 1000 feet towards Perring Parkway.

The noise abatement project on I-695 from US 40 to I-70 is scheduled to receive a notice to proceed in mid April, 1997. Construction of the noise wall is expected to be completed in the spring of 1998 weather permitting. Finally, the remaining projects along I-695 listed below are currently under construction:

Project	Expected Completion Date
York Road to Dulaney Valley Road	June 1997
Thornton Road to Seminary Ave.	Fall 1997
York Road to Charles Street	Spring 1998

Thanks for your letter, and for your efforts as a liaison to the community. Please feel free to call me at 545-8601 if you have further questions.

Sincerely,

Kenneth D. Polcak

Noise Abatement Design and Analysis Team

cc:

Mr. Charles B. Adams

Mr. James D. Hade

Mr. Parker Williams

Mr. David Malkowski

The Honorable Robert Erlich

The Honorable Martha Klima

The Honorable Wade Kach

My telephone number is \_\_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland; 21202 March 23, 1997

263

Kenneth D. Polcak
Environmental Specialist
Office of Environmental Design
707 N. Calvert Street
Baltimore, MD 21202

Dear Ken,

Several months have past since last we corresponded. Our relief from noise comes closer and closer and yet we still feel insecure about it's realization.

Although we are nearing the final stages of our quest, we still wish to be posted about the schedule of events. Please send me the latest information on the Type II Sound Barriers to be constructed around the Baltimore Beltway (I-695), supposedly during June of 1996.

Please respond with the project status for:

- Projected (expected) award date.
- Projected (expected) notice to proceed date.
- Projected (expected) final inspection date.

If you do not know exact dates for this requested information, please give us estimated dates, or time frames for each of these projects. We would also like to know what final decisions have been made regarding the bridge that crosses over E. Joppa Road.

I hope to hear from you at your earliest convenience.

Sincerely,

Claudia A. Mouery, Correspondent Beltway Committee 8711 Jenifer Road Baltimore, MD 21234-2707

# Cromwood, Coventry Community Association

March 23, 1997

Parker F. Williams, Administrator Office of Environmental Design 707 N. Calvert Street Baltimore, MD 21202

Delegate Mr. Aumann,

Enclosed is a copy of a recent letter to the State Highway Administration (SHA) about our community's on-going noise abatement project.

We periodically request this information and will share information we receive with you.

Thank you in advance for your support,

Claudia A. Monery

Correspondent, Beltway Committee

8711 Jenifer Road

Baltimore, MD 21234-2707

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Finc.





Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

November 14, 1997

Ms. Cindy McCauley 10930 Hammond Drive Laurel MD 20723

Dear Ms. McCauley:

Thank you for your recent phone calls regarding sound barriers for the Graeloch and Lyons Hills communities. Please find enclosed the copy you requested of the consultant's report on the recent highway traffic noise measurements conducted in the Graeloch Woods community adjacent to US 29, in Howard County. The report includes a summary and discussion of the results, as well as maps and diagrams showing the locations where each test was conducted.

There are two sites which will be of particular interest to you. Noise Sensitive Area 2, Receptor 2 (NSA-2, R-2) is the data for the split-level residence at 10933 Hammond Road. The data for the one story residence at 10922 Hammond Road is identified as being NSA-2, R-2A.

Previous citizen's inquires prompted the State Highway Administration (SHA) to perform an analysis of this area. The analysis from June of this year indicates that four to five residences experience a noise impact level that exceeds the impact threshold of 66 decibels. Access to Hillcrest Drive and Hammond Road would limit a barrier's effectiveness and it has been determined that a sound barrier is not feasible in the Hammond Drive area of US 29 because of this.

A copy of SHA's Sound Barrier Community Resource Guide, our noise policy and the Highway Traffic Noise brochure from the Federal Highway Administration are enclosed for your information. I have also enclosed a set of explanatory notes which should be of some assistance in interpreting the noise analysis data printout. Also enclosed is a copy of a letter to Mr. John Marsch, of Hillcrest Drive, which should help to explain SHA's decision concerning noise abatement for the Hillcrest and Hammond road area along US 29.

My telephone number is	 	 ·	
	1		

Ms. Cindy McCauley Page Two

Again, thank you for your interest. If you should have any other questions on this matter, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at (410) 545-8599.

Sincerely/

Charles B. Adams

Director

Office of Environmental Design

**Enclosures** 

cc: Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Cindy McCauley Page Three

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. Bobby Fisher, District 7 Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Landscape Architecture Division, State Highway Administration





David L. Winstead Secretary

Parker F. Williams Administrator

October 28, 1997

Ms. Cindy McCauley 10930 Hammond Drive Laurel MD 20723

Dear Ms. McCauley:

It was very nice to talk with you recently regarding your concerns for the Graeloch and Lyons Hills communities. As per our conversation, please find enclosed the copy you requested of the consultant's report on the recent highway traffic noise measurements conducted in the Graeloch Woods community adjacent to US 29, in Howard County. The report includes a summary and discussion of the results, as well as maps and diagrams showing the exact locations where each test was conducted.

There are two sites which will be of particular interest to you. Noise Sensitive Area 2, Receptor 2 (NSA-2, R-2) is the data for the split-level residence at 10933 Hammond Road. The data for the one story residence at 10933 Hammond Road is identified as being NSA-2, R-2A.

A copy of SHA's Sound Barrier Community Resource Guide, our noise policy and the Highway Traffic Noise brochure from the Federal Highway Administration are enclosed for your information. I have also enclosed a set of explanatory notes which should be of some assistance in interpreting the noise analyze data printout.

Again, thank you for your interest in SHA's noise abatement program. If you have any other questions or comments, please don't hesitate to call me or any member of the Noise Abatement Design and Analysis Team at (410) 545-8600.

Sincerely,

Philip Proll

Noise Abatement Design and Analysis Team Office of Environmental Design

**Enclosures** 

cc: Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

My telephone number is \_\_\_\_\_

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. Bobby Fisher, District 7 Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Landscape Architecture Division, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT -- October 24, 1997 Serial #NAT-1306-PHONE

E:\CORRESP\1997\MCCA1014.PDT 10/24/97 4:52 PM

NOISE ANALYSIS
U.S. 29
GRAELOCH WOODS COMMUNITY
HOWARD COUNTY, MARYLAND

JULY, 1997

PREPARED BY:

THE WILSON T. BALLARD COMPANY
17 GWYNNS MILL COURT
OWINGS MILLS, MARYLAND 21117

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B. AMBIENT NOISE MEASUREMENTS	
III. CONCLUSIONS	
IV. APPENDIX 4	

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- 1. LOCATION MAP 2. SITE MAP

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- 1. AMBIENT NOISE LEVELS
- 2. 24-HOUR MEASUREMENTS



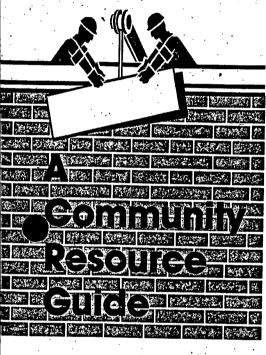
392

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Maryland Department of Transportation State Highway Administration

September 1980

## 3

#### Maryland State Highway Administration

#### Explanatory Notes - Noise Level Analyzer data printout / reports.

Some data in the example printout / report is self-explanatory; some may also be irrelevant to the analyzer's use for the measurement of traffic noise or to interpretation of the relevant noise level data. The instrument can also be used as a dosimeter for personal noise exposure monitoring. The following items which are numbered to correspond to the accompanying sample printout pages, provides clarification and commentary on the printout information.

#### Page 1 of 2

- 1. The report header summarizes the settings, calibration, user-defined identification data for the subject analyzer.
- 2. The display range shows the lowest and highest sound/noise levels that are measurable by the instrument.
- 3. A frequency weighting circuit within the analyzer, which replicates/approximates how the human ear responds to sound. It emphasizes sound in the higher frequency ranges.
- 4. Three types of reports can be printed. The "overall report" summarizes the data for the entire monitoring session and includes combined data for the entire "test length" (see item 5). A "time history report" (see page 2 of 2) lists each data set for each individual test interval that made up the entire monitoring session. The third report type is not shown and is typically not used for traffic noise studies.
- 5. The total duration of data collection for all intervals combined (in this case, the duration was slightly over 20 hours).
- 6. The Leq (equivalent sound level) for the entire "test length" (see item 5 above). The Leq noise level is an average of the total acoustic energy for the subject test period.
- 7. Shows the highest (maximum) instantaneous noise level measured during the entire test period (in this case slightly over 20 hours), plus gives the date and time of that occurrence.
- 8. This data is related to the dosimeter features of the instrument, and are not used in traffic noise studies.

#### Page 2 of 2

- Analyzer may be programmed to monitor noise in continuous, consecutive intervals (defined by period length) until stopped manually, or may be programmed to monitor a single interval and then stop automatically.
- 2. Duration (in this case, 1 hour) for each test interval.
- 3. Statistical noise level values (user defined), that will be provided for each test interval.
- 4. Interval number (top), and 4-digit ID number (user defined) to differentiate locations of tests (bottom).
- 5. Start date and time (as given from the internal clock of the analyzer) for each test interval.
- 6. Leq (equivalent sound level) value logged for each interval for the defined interval length (duration in this case is 1 hour). Value is given in A-weighted decibels (dBA).
- 7. Lmax is the highest instantaneous noise level (given in dBA) measured during the subject interval.
- 8. A user-defined upper noise level threshold (In this case, no noise level exceeded 119 dBA).
- 9. Each two-line grouping of data corresponds to each interval of 1-hour duration.
- 10. Two (user-defined) statistical noise levels for each test interval (in this case, 1 hour duration). The L10 is the noise level that is exceeded for 10% of the measurement interval. The L99 is the noise level that is exceeded for 99% of the measurement interval (this is basically the lowest noise level measured during the test period and is defined as the "background" noise level).



David L. Winstead Secretary

Parker F. Williams Administrator

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June 11, 1997

Mr. Edward McCoy 9594 Glen Oaks Lane Columbia, Maryland 21043

Dear Mr. McCoy:

We are writing to share the results of the noise monitoring study performed at 8590 Gilford Road at your request. A chart which includes a graph which shows the results of the test is enclosed for your information.

As indicated in our August 15, 1996 letter to you, requests for noise barriers are evaluated against criteria that include: whether the noise levels equal or exceed an impact threshold of 66 decibels, whether a majority of homes predate the highway, and whether an effective noise barrier can be built for a reasonable cost.

The 24-hour noise measurement taken on May 7-8,1997, indicates that the noise impact threshold was exceeded during most of the daytime hours (from 5:00 AM until 11:00 PM). During this time the noise levels ranged from 66 dBA to 74 dBA.

Our study of the community indicates that four (4) houses predate MD 32. Of these houses three (3) exceed the impact threshold. Noise attenuation for those houses would cost approximately \$63,000 per protected residence. Our noise policy establishes a maximum limit of \$50,000 per protected residence for providing noise abatement. Unfortunately, your community would not qualify due to cost.

I am sorry that we cannot offer a more positive response to your request for noise abatement. If you have any questions regarding this information, please feel free to call Fred Eisen, of our Noise Abatement Team. Fred may be reached at (410) 545-8598.

Charles B. Adams

Director

Office of Environmental Design

Enclosure

E:\cooresp\1997\drafts\McCoy2.doc

My telephone number is \_\_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

#### 24-HOUR NOISE MEASUREMENT STUDY

Test date:

5/7/97 -Start 5/8/97 -End

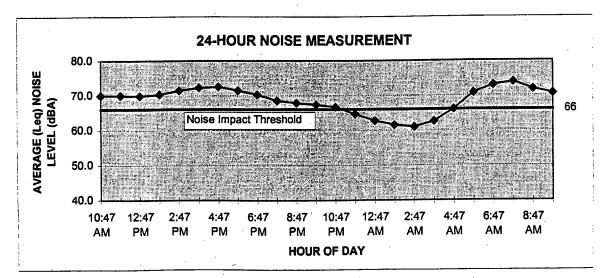
Route: MD 32/I-95 Location: 9580 Gilford Rd.

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b-interval legth (min.) -	15
mber of sub-intervals/hour -	4

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Interval	1	2	3	4	Hourly Leq	
10:47 AM	69.9	69.4	70.0	70.6	70.0	
11:47 AM	69.4	70.5	69.9	70.3	70.0	
12:47 PM	69.6	70.0	70.5	69.4	69.9	
1:47 PM	70.2	70.4	69.6	71.0	70.3	
2:47 PM	70.7	71.4	71.7	72.0	71.5	
3:47 PM	72.2	71.9	72.3	72.6	72.3	
4:47 PM	72.1	73.4	72.6	72.0	72.6	
5:47 PM	71.9	71.5	71.4	70.9 🕴	71.4	
6:47 PM	70.9	. 70.5	70.1	69.4	70.3	
7:47 PM	69.4	68.5	68.3	67.6	68.5	
8:47 PM	67.7	75.8	67.4	68.4	67.9	
9:47 PM	67.5	67.0	68.0	66.9	67.4	
10:47 PM	67.2	66.0	67.9	65.4	66.7	
11:47 PM	65.9	64.2	63.8	64.5	64.7	•
12:47 AM	62.9	63.7	61.9	<b>62.2</b> -	62.7	
1:47 AM	61.4	62.8	59.9	61.4	61.5	
2:47 AM	59.4	60.2	61.2	62.5	61.0	
3:47 AM	61.6	63.9	61.2	63.2	62.6	
4:47 AM	64.9	64.9	65.9	<b>68.0</b> (	66.1	
5:47 AM	69.0	69.8	71.5	72.1	70.8	
6:47 AM	72.6	72.6	73.6	73.3	73.0	
7:47 AM	75.0	74.0	73.0	73.3	73.9	
8:47 AM	72.6	72.0	71.6	71.0	71.8	
9:47 AM	70.2	70.8	70.2	71.2	70.6	
			•	i		



## MARYLAND STATE HIGHWAY ADMINISTRATION pg. \_\_\_\_ of \_\_\_\_ OFFICE OF ENVIRONMENTAL DESIGN DATE: <u>5/7/97</u> NOISE MEASUREMENT DATA SHEET EQUIPMENT: METER (Serial No.) \_\_\_\_\_ CALIBRATOR (Serial no.) 01807 CALIBRATION: START 10 dBA END \_\_\_\_\_ dBA WEATHER DATA / NOTES: TEMP. 67 APPROX. REL. HUMIDITY 40 % APPROX. WIND SPEED \_\_\_\_\_ mph DIRECTION \_\_\_\_\_ (may also be noted on site diagram below) ROUTE: MI 22 LOCATION: 95 47 Suffeed Road COMMUNITY: START TIME: 1647 SITE DIAGRAM INTERVAL LENGTH: 15 min TEST DURATION: 24 hr. **EVENTS LOG** <u>Time</u> **Event** TRAFFIC / OTHER NOTES :



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David L. Winstead Secretary

Parker F. Williams Administrator

July 2, 11997

Sonja Macy McHugh 2920 Newcastle Avenue Silver Spring, Maryland 20910

Ms. McHugh

Thank you for your letter concerning highway traffic noise in the Forest Glen Park area, located near I 495.

There are a number of communities similar to Forest Glen Park that are currently being evaluated to determine if they meet the revised criteria for a noise barrier. It is anticipated that we will have more information to share by the end of this summer.

Again, thank you for your letter. If you have any questions regarding this matter, please feel free to call Mr. Charles Adams, Director of Environmental Design at (410) 545-8640.

Sincerely,

James Hade, ASLA

Acting Team Leader for Noise Abatement

cc: Mr. Thomas E. Natan, Jr.

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration



398

David L. Winstead Secretary Parker F. Williams

Administrator

September 24, 1997

Mr. Gary V. McPherson 5114 West Penfield Road Columbia MD 21045

Dear Mr. McPherson:

Thank you for your letter regarding noise abatement issues along Route 29, between Route 175 and Route 108. I share your concern over the impact of highway noise on your fellow residents of the Guilford Downs community in Howard County.

The State Highway Administration (SHA) is evaluating a number of communities to determine whether they are now eligible for sound barriers. I have instructed our Noise Abatement Team to initiate a study of your area. Mr. Ken Polcak, of our Noise Abatement Team, will be in touch with you shortly to make arrangements to perform the noise analysis. A copy of SHA's Sound Barrier Community Resource Guide and our noise policy are enclosed for your information.

Again, thank you for your interest. If you should have any other questions on this matter, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at (410) 545-8599.

Sincerely.

Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc:

Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Ken Polcak, Noise Abatement Team, State Highway Administration

My telephone number is \_\_\_\_\_

Mr. Gary V. McPherson Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Environmental Design, State Highway Administration

#1312

100

U6 - 4 1997

Gary V. McPherson 5114 West Penfield Road Columbia, Maryland 21045

July 30, 1997

Dir. Office of Env. Design State Highway Administration 707 North Calvert Street Baltimore, MD 21202

Attn: Charles Adams

Dear Mr. Adams,

On June 2, a letter was sent to you on behalf of the Guilford Downs Community Association requesting a noise study at properties in the vicinity of 5106 West Penfield Road (the property of Robert C. Morris). To date, I have not seen or heard the results of such a study. The purpose of this letter is to request again that this study be performed.

My house is located two houses away from Mr. Morris'. It is situated north of Route 175 and south of Route 108. Like Mr. Morris', its property line is in common with SHA Route 29 and situated very close to the highway lanes.

Our homes were built over 35 years ago, when Route 29 was a two lane road with several traffic lights. Over the years the highway has grown to six lanes, and the traffic lights have been replaced by interchanges. This has allowed the highway noise to at times become intolerable. A constant flow of high speed traffic, including construction vehicles and other large trucks all contribute to this noise level. I cannot open windows on the back or side of my house nor can I spend any length of time on my back yard. Even with the windows closed, my house vibrates. It has become so noisy that I have to wear earplugs to sleep at night. In addition, this situation has allowed the value of my home to decrease.

I'm certain that the noise level exceeds EPA standards and poses a health hazard. If not already accomplished, I request that a noise study be conducted as soon as possible. If study results justify, sound barriers should be constructed to protect those homes and individuals in Guilford Downs most affected by the noise.

If you have questions or comments, I can be reached during the day at (410) 792-6000 extension 8329 or evenings at (410) 730-3059.

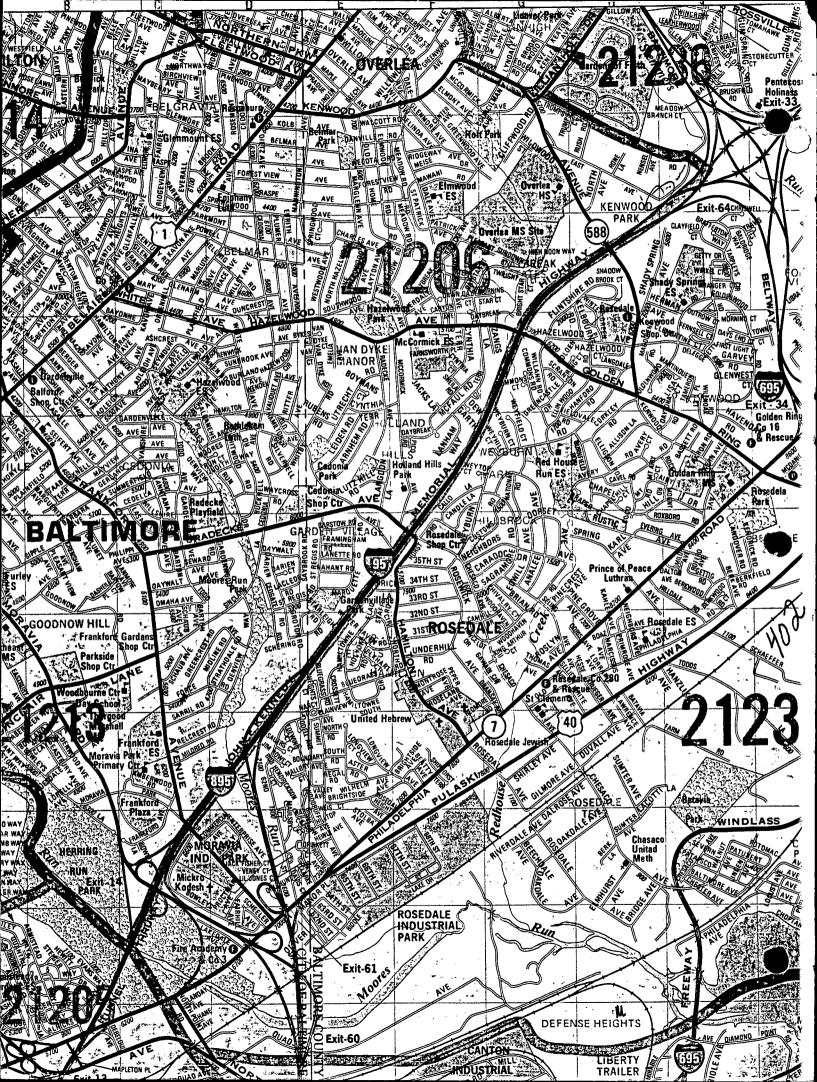
Sincerely,

Gary V McPherson

### NOISE INQUIRY CHECKLIST

DATE 3/10/97	FILE? Y/N
CUSTOMER ID. # 1/80 RECEIVE	
2/ / th // //	Pallo Coul
ADDRESS 5814 East Ave	- y wife souly
D 11V	21206 code)
DAY TELEPHONE 668-0509	•
OTHER TELEPHONE	
*** INQUIRY INFORMATION SUM	MARY ***
HIGHWAY NAME / ROUTE NO	
COMMUNITY / AREA NAME Ken wood Park	
LOCATION ALONG HIGHWAY	
SUMMARY OF INQUIRY 5816 Wasua	ed last year
	,
DATE 3/10/94 *** FOLLOW-UP *** BY	ho troll
to begin love spring/early sommer	Last construction 15 - Evidently Candadas
Sories & goodic meetings Bosnit and of contactor) & Courtes a Call and a	enstand why they were
	The state of the s
*** REFERENCE FILES **	*
Jours Morrock - 70/15-286-8	484
	· · · · · · · · · · · · · · · · · · ·

Re Call/Hollow up three day







Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

July 3, 1997

Ms. Pom O'Neill 10710 Pine Haven Terrace Rockville MD 20852

Dear Ms. O'Neill:

Thank you for your recent letter regarding noise abatement issues along the I-270 East-spur in Montgomery County. In particular, you are concerned about highway noise emanating from I-270 adjacent to the Timberlawn community.

A new noise abatement policy was adopted in December of 1996 and we are now reviewing a number of areas to determine if they are eligible for noise barriers under this new policy. The East Spur of I-270 is one of these areas. We anticipate that the studies will be completed by the end of the summer and will get back to you with the results.

Again, thank you for your letter and your concern. If you have any other related questions, comments or concerns, please do not hesitate to call Mr. Charles B. Adams, Director of Environmental Design at (410) 545-8640.

Sincerely,

w Parker F. Williams

Administrator

cc: Mr. Charles B. Adams, Director, Office of Environmental Design

My telephone number is \_\_\_\_\_

Ms. Pom O'Neill July 3, 1997 Page Two

bcc: The Honorable Constance Morella, Member, U.S. House of Representatives
Mr. James D. Hade, Team Leader, Noise Abatement Team, Landscape Architecture
Division
Mr. Charlie Watkins, District 3 Engineer, State Highway Administration

405

Ms. Pom O'Neill 10710 Pine Haven Terrace Rockville, Maryland 20852

June 2, 1997

Mr. Parker Williams SHA, Administrator 707 North Calvert Street Baltimore Maryland 21201

Dear Mr. Williams:

In the May 28, 1997 edition of the Bethesda Gazette, an article appeared indicating that sound barriers have been approved for the area surrounding St. Mark's Church (on the east spur and up to Old Georgetown Road). However, the Church has also indicated that they do not want or need sound barriers; and a SHA spokesworman indicated that the money would be spent "somewhere else." WE THE RESIDENTS OF TIMBERLAWN SOUTH/TUCK ERMAN WALK. SEED THE SOUND BARRIERS!!

As you may be aware, since 1991, one residents, along with other neighboring and concerned texpayers, have lobbied long and hard for sound barriers behind the homes on the east spur of Interstate 270. In April, 1993, the county tested the decibel level behind the homes on Pine Haven Terrace and the stretch of the east spur of Interstate 270 up to \$5. Mark's Presbyterian Church. At that time, the decibel level was well over the accepted level of 60 decibels (in some places, measured at 70-71). From a practical standpoint, the sound barriers are a necessity for a reasonable quality of life. Not only was the noise higher than the accepted decibel level four years ago; the noise has increased as the traffic on the east spur has increased. And, it will continue to increase as the roads are expanded to increase vehicle capacity.

While Church members feel that the barriers are not a necessity for their periodic or meeting purposes and oppose barriers for aesthetic reasons only, we the taxpaying-reacents who live in this community 24 hours a day — seven days a week; and who hear the tractic on a continual side sustained basis feel otherwise. And, we are in a better position to judge the need for sound largiers in this community. Therefore, we believe that any future correspondence must include our Community and its residents. As a large group of communities, providing over \$2 million in tax revenues, with homes that have ranged from \$250,000 to over \$400,000, we have all watched the value of our individual homes and of the community deteriorate as noise has increased.

Especially, as the barriers are planned for the east spur near the Church, it seems only appropriate that the barriers also be placed behind the communities on the east spur which back to Interstate 270. The State Highway Administration has stated that there is an environmental concern necessitating the erection of the barriers.

We concur with SHA's assessment regarding the construction of sound barriers.

406

Mr. Parker Williams Administrator SHA June 2, 1997

As a member of this community, I strongly urge you to place sound barriers behind the communities backing to the east spur of Interstate 270; and invite you to meet with us at any of our Board/Community meetings. I know that our Board will be happy to accommodate your schedule in setting an appropriate time to meet regarding this important matter in a forum conducive to open discussion.

I look forward to hearing from you in the near future and to the opportunity to schedule a personal or community meeting with you. In the meantime, we invite you to "walk" the community and to "hear for yourself" our concerns. If you require, or desire, additional information or documentation to facilitate scheduling, please do not hesitate to let me know. I can be reached at my home (301) 984-5902.

Thank you for your attention to this matter.

Cordially,

Pom O'Neill

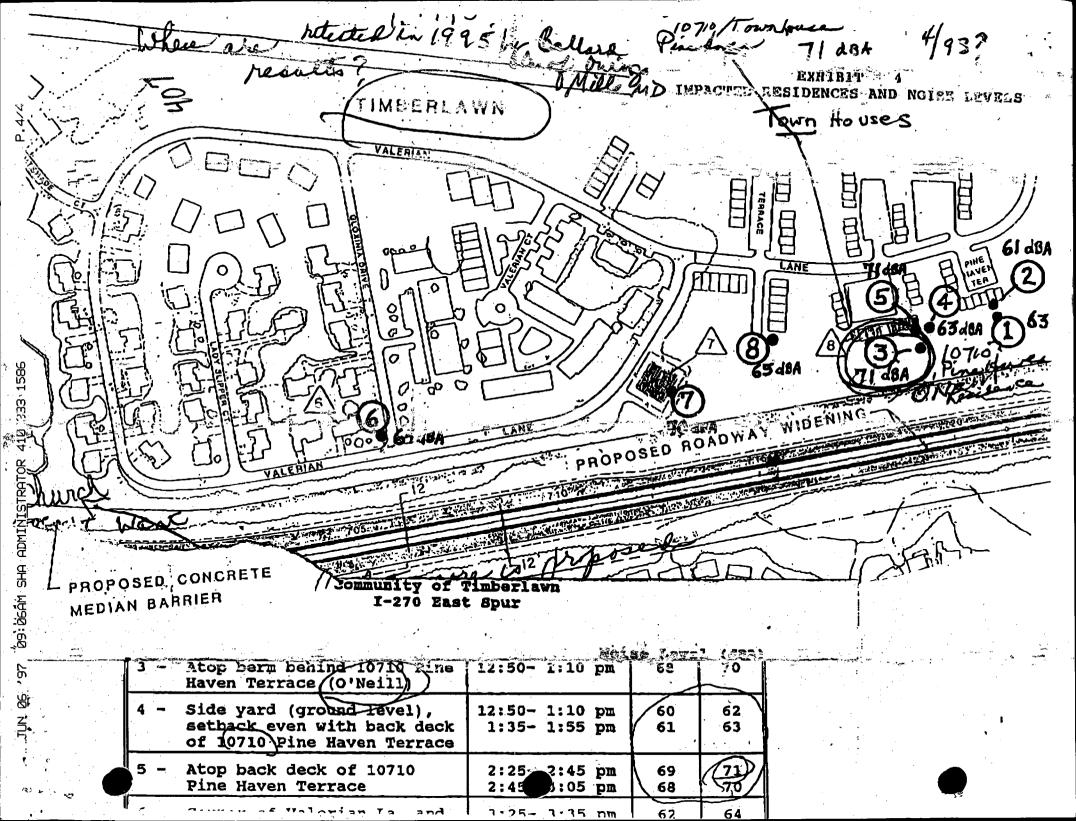
4.

ate: Testing Results

Et. Jr. Constance morella.

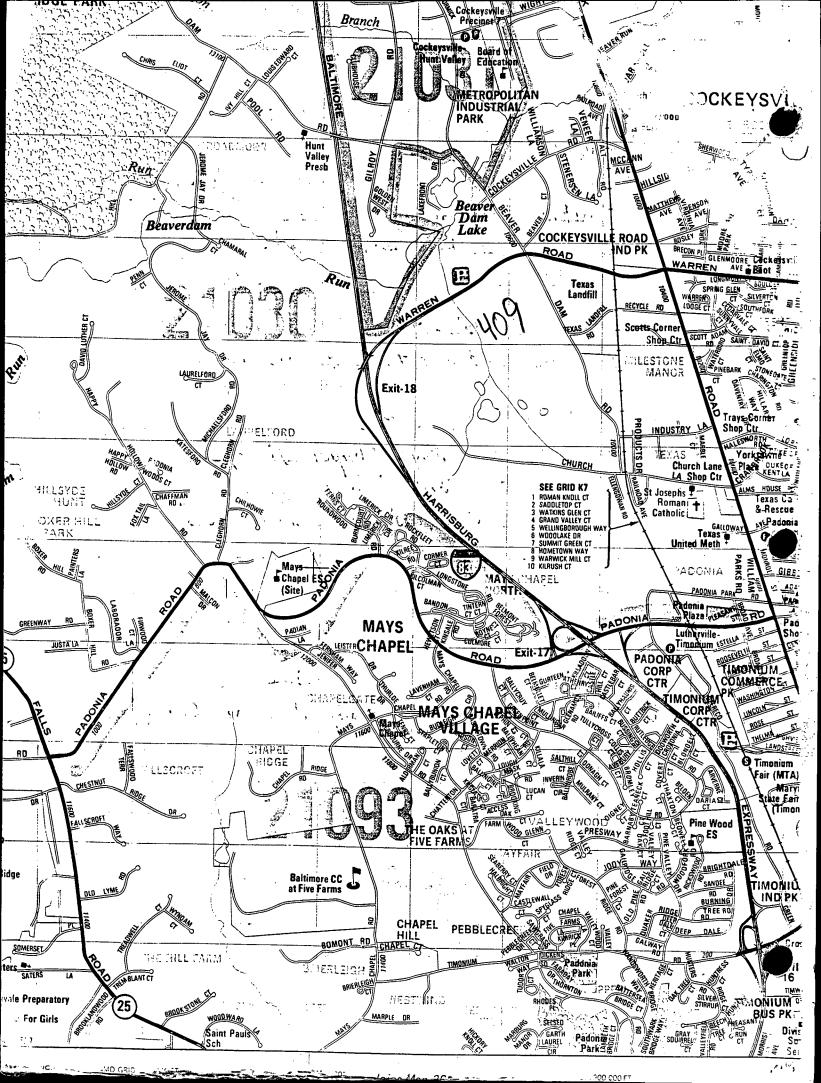
cc: Paris F. Glendenning
Constance Morella

1



#### NOISE INQUIRY CHECKLIST

DATE 4 11 47	FILE? Y/N
CUSTOMER ID. #	RECEIVED BY Jim HADE VA
NAME JACKIE DESI:NI	MARY DIETZ PPD
address Arv	ERME Ct.
	į.
	(include zip code)
	(WORK) / HOME)
OTHER TELEPHONE 653 Z	950"? (shewas un sure)
*** INQUIRY IN	FORMATION SUMMARY ***
HIGHWAY NAME / ROUTE NO	83
COMMUNITY / AREA NAME May	s Chapel Village
LOCATION ALONG HIGHWAY Back	s to they
SUMMARY OF INQUIRY Wants	Noise Abatement
*** F	FOLLOW-UP ***
DATE 4/11/97	BY 1,
	ommunity does not Qualify.
	E .
•	
*** REF	ERENCE FILES ***



#### NOISE INQUIRY CHECKLIST

DATE 7/11/97	FILE? Y/N
CUSTOMER ID. # 1116	RECEIVED BY Fred Elsen
NAME Ms. Carol Paugh Pahl	
ADDRESS 512 Heath Ave.	
(i	nclude zip code)
DAY TELEPHONE (410) 636-82	(WORK HOME)
OTHER TELEPHONE	
*** INQUIRY INFOR	MATION SUMMARY ***
HIGHWAY NAME / ROUTE NO. 1-69	15
COMMUNITY / AREA NAME @ I-29	5) Linthicum
LOCATION ALONG HIGHWAY	
SUMMARY OF INQUIRY Did not quali-	fy under old policy due to cost/
residence. With funds now availa	
*** FOLL	OW-UP ***
DATE 7/11/97	BY Fred Eisen
Told Ms. Puhl that her commu	
that an answer would be forth	commina in early fall. She
will call us for status in Se	otambar.
( She works for MD Port Auth)	
	·
	NCÉ FILES ***
See letter - Sept 300 96 Named - impar	there & arrest 1840,000
7	

411

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

September 17, 1997

Ms. Catherine E. Quade Mr. Richard J. Cronin 244 Kirkley Road Annapolis MD 21401

Dear Ms. Quade and Mr. Cronin:

Thank you for your recent letter to Governor Glendening regarding a sound barrier along US 50 west of the Severn River. The Governor asked me to respond on his behalf.

Your community was not previously eligible for a barrier because one could not have been built for a reasonable cost as defined in our prior noise policy. Since then the policy, including the cost criterion, has been revised. The State Highway Administration (SHA) is currently evaluating a number of communities to determine whether they are now eligible for sound barriers. Yours is one of those communities. We anticipate we will have this work completed this Fall, and a representative from SHA will contact you once the results are available.

Again, thank you for your letter. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Ms. Catherine E. Quade Mr. Richard J. Cronin Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Mr. James Hade, Noise Abatement Team Leader, SHA

Mr. Parker F. Williams, Administrator, State Highway Administration

Noise Abatement Team, SHA



413

Parris N. Glendening Governor David L. Winstead

Secretary

Parker F. Williams Administrator

November 26, 1997

Mr. Frank Rodriguez 7708 Greenspring Avenue Baltimore MD 21208

Dear Mr. Rodriguez:

This letter is a follow up to your recent telephone discussions with Mr. Charles Adams, our Director of Environmental Design, regarding a sound barrier adjacent to your home west of Greenspring Avenue. We have reviewed the situation and determined that it would be both feasible and cost effective to extend the sound barrier which is being constructed west of your area. In particular, we have decided to extend this barrier to the bridge carrying the Baltimore Beltway (I-695) over Greenspring Avenue.

Our plan is to have this construction completed as a part of the ongoing expansion of the beltway in this area. As we have more complete details on the barrier and the construction schedule, we will share them with you. In the meantime, if you have any questions, please feel free to call Mr. Adams, who can be reached at 410-545-8640 or, toll-free in Maryland, at 1-800-446-5962.

Sincerely,

Parker F. Williams

Administrator

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. David Malkowski, District Engineer, State Highway Administration

My telephone number is 410-545-0400

Mr. Frank Rodriguez Page Two 414

bcc: Mr. Robert Douglass, Deputy Chief Engineer, Highway Development, SHA

Mr. James Hade, Noise Team Leader, Landscape Architecture Division, SHA



Re: Cloria hawlah
for Robert Jones

415

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

September 18, 1997

Mrs. Ruth Royster 5401 Keppler Road Temple Hills MD 20748-2141

Dear Mrs Royster:

Your April 25 letter to Council Member Isaac J. Gourdine, regarding noise abatement issues for the Temple Hills community along I-495 in Prince George's County, was recently forwarded to this office as part of a packet of correspondence from Council Member Gourdine's office to our District Engineer, Mr. Charlie Watkins. Thank you for your interest in this issue and for sharing your concern over the impact of highway noise on your community.

Your community was not previously eligible for a barrier because one could not have been built for a reasonable cost as defined in our prior noise policy. That policy has been revised and the State Highway Administration (SHA) is evaluating a number of communities to determine whether they are now eligible for sound barriers. Yours is one of those communities. We anticipate this work will be completed this Fall, and an SHA representative will contact you once the results are available.

Again, thank you for your interest. If you should have any other questions on this matter, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at (410) 545-8599.

Sincerely

Charles B. Adams

Director

Office of Environmental Design

cc: The Honorable Issac J. Gourdine, Member, Prince George's County Council Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration Mr. Charlie Watkins, District 3 Engineer, State Highway Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Environmental Design, State Highway Administration



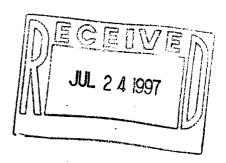
417

David L. Winstead Secretary —

Parker F. Williams

Office of District Engineer State Highway Administration 9300 Kenilworth Avenue Greenbelt, Maryland 20770

July 18, 1997



The Honorable Isaac J. Gourdine Council Member, 8th District The Prince George's County Council County Administration Building Upper Marlboro, Maryland 20772

#### Dear Council Member Gourdine:

Thank you for your recent letter regarding the concerns of your constituent Ruth Royster. Her wish to see a noise abatement wall constructed adjacent to her neighborhood is certainly understandable.

Responsibility for noise abatement walls rests with the State Highway Administration's Office of Environmental Design (OED). Therefore, I am taking the liberty of forwarding Ms. Royster's letter to the OED's Director, Mr. Charlie Adams, and requesting that he respond to her directly.

Thank you for your attention to this matter. We appreciate the opportunity to discuss situations such as this with our mutual customers. Should I be able to assist you further on this issue, please contact me at your convenience.

Sincerely.

Charlie K. Watkins District Engineer

CKW:SED:sed

cc: C. Adams, OED

My telephone number is \_\_\_\_\_\_(301) 513-7311



# THE PRINCE GEORGE'S COUNTY GOVERNMENT

PIH

(301) 952-3860

County Council ISAAC GOURDINE Council Member, 8th District

June 12, 1997

State Highway Administration Mr. Charlie Watkins, District Engineer 9300 Kenilworth Avenue Greenbelt, Marvland 20770

Dear Mr. Watkins:

I have been contacted by Ms. Ruth Royster, regarding a noise abatement sound barrier wall on Interstate 95. Attached is her letter that clearly describes current conditions in her community. A noise abatement wall would greatly improve the quality of life for citizens in this area.

Your attention to this matter would be greatly appreciated. If I may be of further assistance, please contact Ms. Donna Barry, in my office.

Sincerely,

Isaac J. Gourdine Council Member District 8

IJG:djb hareferralawatkins.roy



# THE PRINCE GEORGE'S COUNTY GOVERNMENT

(301) 952-3860

419

County Council ISAAC GOURDINE Council Member, 8th District

June 12, 1997

State Highway Administration Mr. Charlie Watkins, District Engineer 9300 Kenilworth Avenue Greenbelt, Marvland 20770

Dear Mr. Watkins:

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Your attention to this matter would be greatly appreciated. If I may be of further assistance, please contact Ms. Donna Barry, in my office.

Sincerely,

Isaac J. Gourdine Council Member District 8

IJG:djb Hareferralawatkins.roy



David L. Winstead Secretary —

Parker F. Williams
Administrator

420

Office of District Engineer State Highway Administration 9300 Kenilworth Avenue Greenbelt, Maryland 20770

July 18, 1997



The Honorable Isaac J. Gourdine Council Member, 8th District The Prince George's County Council County Administration Building Upper Marlboro, Maryland 20772

Dear Council Member Gourdine:

Thank you for your recent letter regarding the concerns of your constituent Ruth Royster. Her wish to see a noise abatement wall constructed adjacent to her neighborhood is certainly understandable.

Responsibility for noise abatement walls rests with the State Highway Administration's Office of Environmental Design (OED). Therefore, I am taking the liberty of forwarding Ms. Royster's letter to the OED's Director, Mr. Charlie Adams, and requesting that he respond to her directly.

Thank you for your attention to this matter. We appreciate the opportunity to discuss situations such as this with our mutual customers. Should I be able to assist you further on this issue, please contact me at your convenience.

Sincerely,

Charlie K. Watkins District Engineer

CKW:SED:sed

cc:

C. Adams, OED

My telephone number is \_\_\_\_\_\_(301) 513-7311

Isaac J Gourdine Council Member, District 8 County Administrative Building 14741 Gov. Oden Bowie Drive Upper Malboro, Maryland 20772

Fax # (301) 952-4821

Re: Noise Abatement
Beltway Sound-Barrier Wall

Dear Councilman Gourdine:

Many of the houses in my neighborhood are located near the US 95/495 Highway (called the beltway). Over the years, the traffic on the beltway has increased at least four-fold and with this increase has come intolerable increases in traffic noise from cars and, especially, from large trucks. And now, on the beltway and in the immediate vicinity of our homes, road-widening construction work is currently underway. This new road-widening construction was mandated due to the large increase in traffic flowing both north- and south-ward to and from the Woodrow Wilson Bridge which connects Prince Geoge's County, Maryland and Alexandria, Virginia. When there is a backup on the bridge (which happens often), the noise and gas fumes are ghastly.

We really need some relief. For this reason, we wrote to Mr. Jim Hade and Mr. Gene Miller of the State Highway Administration's Landscape Architectural Division in Baltimore. Maryland requesting the construction of a Sound-Barrier Wall. However, Mr. Hade has not provided any definitive information concerning the construction of the sound-barrier wall. As Sound Barrier walls constructed in Montgomery County have served to minimize noise and pollution in those communities, they should also be constructed in Prince George's County to alleviate the problems currently plaguing our communities. Sound Barrier Walls would help restore a measure of serenity and, indeed security, back to our neighborhood. The unrelenting and constant Beltway noise and pollution have served to make all of us feel insecure and vulnerable. Even though we do have a Neighborhood Watch Program, a young woman who was jogging in our neighborhood just one-half block from nearby homes, was savagely beaten and raped last summer. The police said that no one heard her frantic screams for help due to the loud beltway noises.

So, would you please help us get this sound-barrier wall constructed as soon as possible? If you need information from us, just let me know. If there is anything that we can do to aid and/or expedite the construction of this wall, please call me at work on 1 (202) 682-5755 or call me at home on 1 (301) 423-7574. If you prefer to write, please use the address listed above. Thanks.

Sincerely yours, Ruth E. Royster



David L. Winstead Secretary Parker F. Williams Administrator



January 28, 1997

Mr. & Mrs. Greg Samolis 1823 Sherman Drive Chester MD 21619

Dear Mr. & Mrs. Samolis:

I am writing to let you know the results of the noise analysis performed at your home located along US 50. A chart and graph illustrating the analysis results are included for your reference. Also included are results of the environmental analysis conducted near your home for the US 50 highway improvements.

On the graph, the Leq line (also called the equivalent sound level), represents the average noise level for each hour of the test period. In this case there are two Leq lines, one for the upper deck noise meter and another for the lower deck noise meter. The impact threshold is shown as the horizontal line labeled 66 dBA. Noise levels on the upper deck measured from 64 - 69 dBA and on the lower deck from 62 - 71 dBA. Even though the noise levels at your home today are above the impact threshold, we cannot consider a noise barrier for your community since the homes were built after the original construction of US 50.

Results of the environmental analysis performed in 1987 found that to protect the existing homes in the area where you now live, the cost to build noise barriers would exceed our maximum expenditure of \$40,000 per residence, and would only offer a noise level reduction of 1-3 dBA. This information is documented in the description of NSAs 1 & 2 of the environmental analysis. Given this information, a noise barrier would not be cost effective or acoustically efficient. Additionally, based on the environmental analysis, the improvements to US 50 would not create a significant increase in noise over the noise from existing US 50, prior to the improvements. Therefore, noise barriers were not considered for inclusion with the US 50 highway improvements.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free 90

I am sorry that I am unable to offer a more positive response to your request for a noise barrier. However, if you have any questions, or would like to discuss this matter further, please feel free to call me at (410)545-8640.

Sincerely

Charles B. Adams

Director

cc: Noise Abatement Team

Mr. Greg Samolis Page Three

bcc: Mr. Richard Lindsay, District Engineer, State Highway Administration

# 425

# NOISE MONITORING ANALYSIS 1823 SHERMAN DRIVE SAMOLIS RESIDENCE

Type of Noise Measurement: 24 - Hour

Interval Length: 20 Minute

Notes:

Date of Noise Study: October 22 - 23, 1996 Location: Upper Deck (Back of house)

TIME: Leq(dBA)

TIME:	Leq(dBA)
12:00 NOON	69
1:00 PM	67
2:00 PM	67
3:00 PM	67
4:00 PM	68
5:00 PM	68
6:00 PM	68
7:00 PM	66
8:00 PM	66
9:00 PM	66
10:00 PM	65
11:00 PM	64
12:00 MIDNIGHT	64
1:00 AM	65
2:00 AM	65
3:00 AM	64
4:00 AM	65
5:00 AM	66
6:00 AM	65
7:00 AM	66
8:00 AM	66
9:00 AM	66
10:00 AM	65
11:00 AM	67

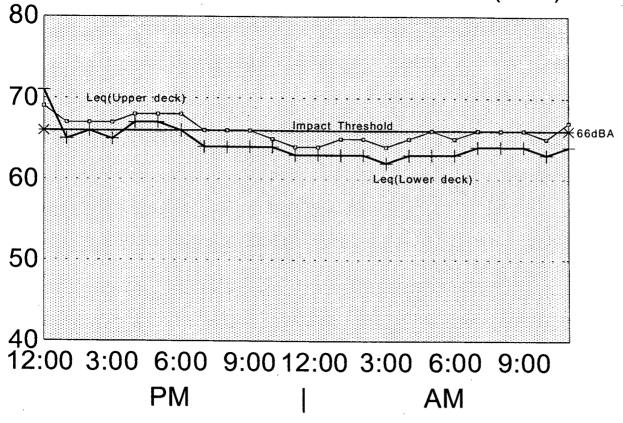
Date of Noise Study: October 22 - 23, 1996 Location: Lower Deck (Side of house)

TIME:		Leq(dBA)
12:00 NOON		71
1:00 PM		65
2:00 PM		66
3:00 PM		65
4:00 PM		67
5:00 PM		67
6:00 PM		66
7:00 PM		64
8:00 PM		64
9:00 PM		64
10:00 PM		64
11:00 PM		63
12:00 MII	ONIGHT	63
1:00 AM		63
2:00 AM		63
3:00 AM		62
4:00 AM		63
5:00 AM		63
6:00 AM		63
7:00 AM		64
8:00 AM		64
9:00 AM		64
10:00 AM		63
11:00 AM		64

# 24 - HOUR NOISE ANALYSIS

# 1823 SHERMAN DRIVE SAMOLIS RESIDENCE





— Leq (Upper Deck)

+ Leq (Lower Deck)

\* Impact Threshold

Graph Displays the Highest Hourly Leq

October 22-23, 1996



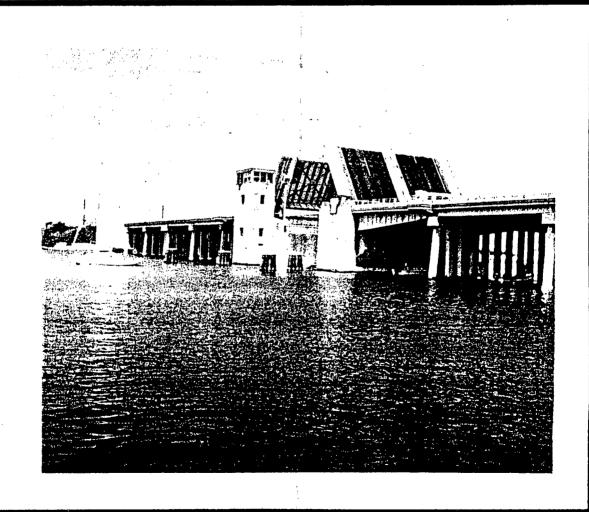
# FINDING OF NO SIGNIFICANT IMPACT SECTION 4(f) STATEMENT

427

**FOR** 

CONTRACT NO. Q-508-101-270

U.S. Route 50/301 and U.S. Route 50 West of Cox Creek to the Intersection of Maryland Route 404 Queen Anne's County and Talbot County, Maryland



prepared by
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

# FEDERAL HIGHWAY ADMINISTRATION FINDING OF NO SIGNIFICANT IMPACT

FOR

U.S. ROUTE 50/301 AND U.S. ROUTE 50
WEST OF COX CREEK TO THE INTERSECTION
OF MARYLAND ROUTE 404 QUEEN ANNE'S COUNTY
AND TALBOT COUNTY, MARYLAND

The FHWA has determined that this project will not have any significant impact on the environment. This finding of no significant impact is based on the Environmental Assessment and the attached information, which summarizes the assessment and documents the selection of recommended alternates and options (See Section III-D). The Environmental Assessment has been independently evaluated by the FHWA and determined to adequately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

12/10/87

Division Administrator

### Cox Neck Road/Castle Marina Road

o Option 5B (Figure 2)

This option proposes an overpass approximately 1700 feet east of the existing Cox Neck Road/Castle Marina Road intersection. The overpassing roadway would intersect existing Maryland Route 18, south of U.S. Route 50/301, approximately 500 feet west of Maryland Route 552. North of U.S. Route 50/301, the proposed overpass would intersect existing Cox Neck Road/Castle Marina Road approximately 1000 feet north of the Maryland Route 18/Castle Marina Road intersection. A service road is proposed from Piney Creek Road to Maryland Route 552 Extended to an intersection with the overpass roadway. Right turns in and out of Shopping Center Road, Maryland Route 18, Castle Marina Road, Cox Neck Road, Maryland Route 552, Maryland Route 552 Extended, and Piney Creek Road will be permitted.

As a result of agency concerns regarding minimization of wetland impacts the Option 5B service road connection to Maryland Route 552 has been modified. Under Option 5B modified the service road ties into the existing driveway to the Bell property prior to wetland areas located near Maryland Route 552.

Option 5B modified was selected because it avoided business relocations, with only minimal increases in environmental impacts, while providing the most desirable design and traffic operation.

### Kent Island Narrows - High-level Bridge

o Option 1 (Figure 3)

This option (selected) consists of the relocation of U.S. Route 50/301 north of the existing movable span bridge, crossing Kent Narrows by means of a new fixed span high-level bridge. Under this option, the existing drawbridge would be retained as part of Maryland Route 18 primarily to separate through traffic from local traffic and would revert to an open-on-demand schedule.

On the north side of the west approach, interchange ramps would provide access to and from Piney Narrows Road. On the south side of the west approach, a ramp would provide access from eastbound U.S. Route 50/301 to Maryland Route 18 and Piney Narrows Road, (via the proposed underpass at Piney Narrows Road and proposed U.S. Route 50/301), and locally to the existing drawbridge. A loop ramp would provide access to U.S. Route 50/301 eastbound.

### NOISE SENSITIVE AREA SUMMARY (see Table 3)

### Location: Cox Neck Road/Castle Marina Road

A total of four noise sensitive areas are associated with this location (1, 1A, 2, and 3).

Under Build Options 4 and 5A, the  $L_{\mbox{eq}}$  noise levels would increase 1-12 dBA over present levels.

Selected Alternate 5B is located further from all receptors and will not require additional analysis. An additional analysis will be conducted for NSA 1 due to the construction of new townhouses closer to U.S. Route 50/301. The following is a discussion regarding the feasibility of noise abatement under the build options for the NSA 1 and NSA 2.

### \* NSA 1 - Residence located on Harbor Drive

This noise sensitive area will have a projected 2010 level of 62 dBA, an increase of 12 dBA over the ambient levels under both build and no-build conditions. This NSA is located too far (± 550 feet) from the proposed roadway for a barrier to provide adequate attenuation. A barrier 4400 feet in length and 12 feet in height at a cost of \$1,425,600 would only reduce the projected noise level 1-2 dBA for this residence. A barrier at this location would not be physically effective.

### \* NSA 2 - Residences located at Maryland Route 18

This NSA will have a projected 2010 noise level of 68 dBA, 1 dBA above the noise abatement criteria, for both build and no-build conditions. A barrier at this location would have to be segmented at the intersection of Cox Neck Road. A barrier 1360 feet in length and 12 feet in height would only reduce the projected noise level by 2-3 dBA. With a cost of \$440,640 (\$110,160/residence), this barrier would not be cost-effective or physically effective.

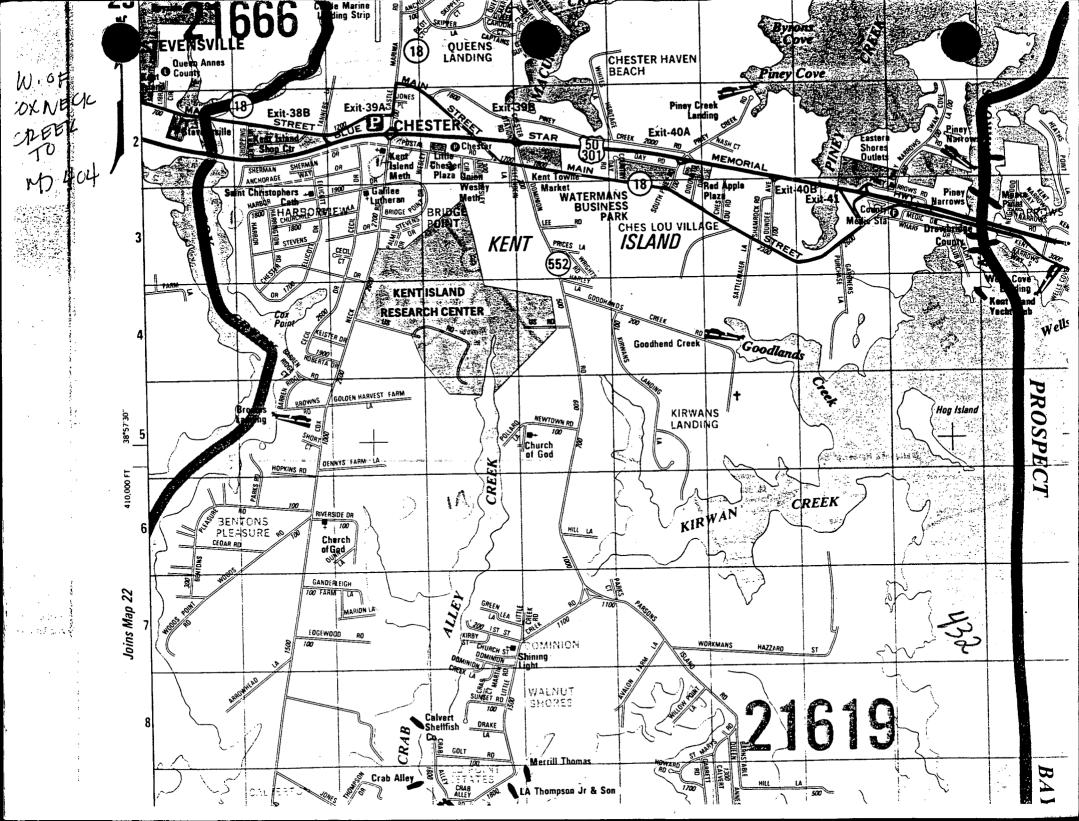
### Additional NSA - Cox Neck Road/Castle Marina Road

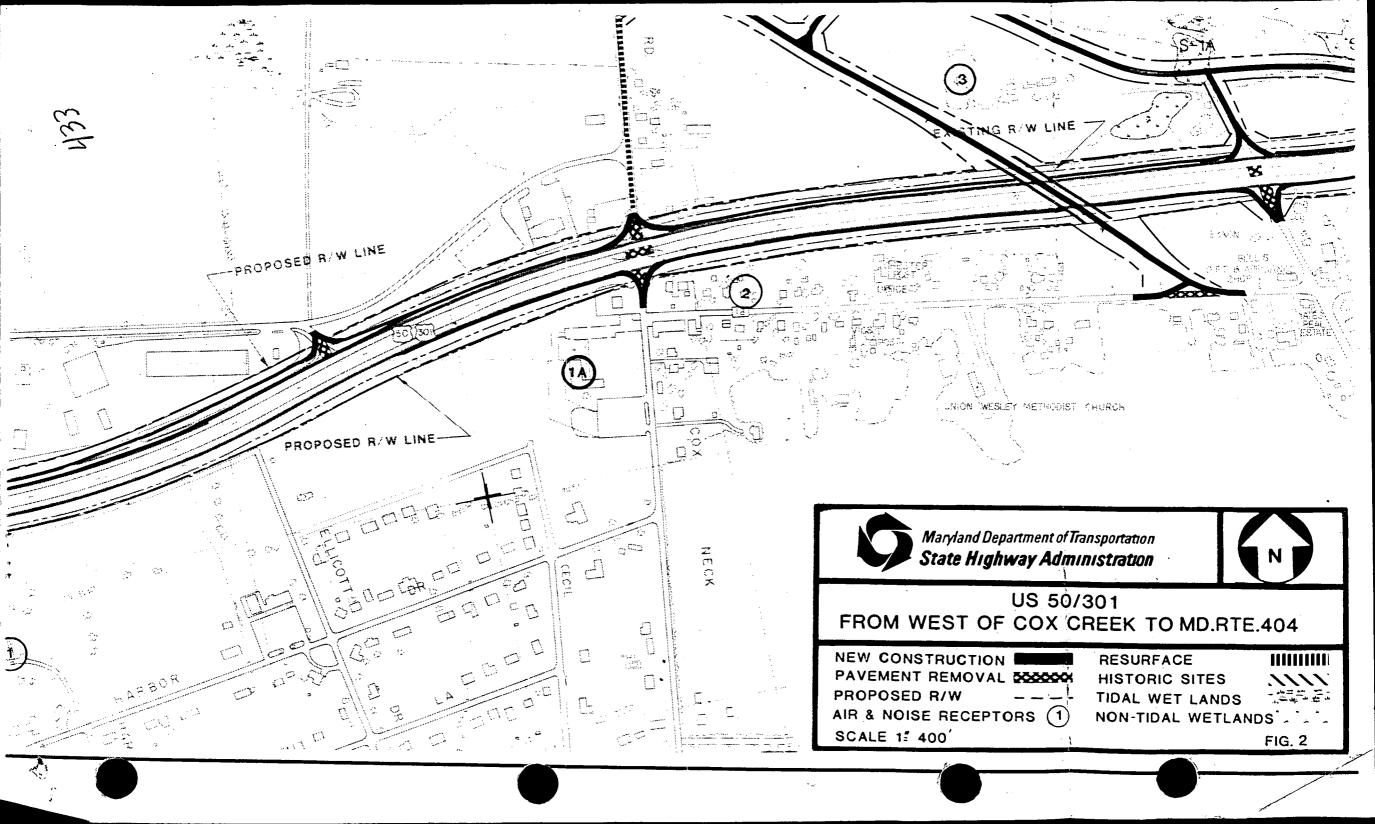
An additional noise analysis was conducted to determine what effect, if any, Selected Alternate 5B may have on new townhomes being constructed south of U.S. Route 50/301, west of Cox Neck Road. Results of the analysis indicate that conditions at this location are similar to that of NSA 2, in that any noise increase in the design year can be attributed to U.S. Route 50/301 which is the primary contributor. Selected Option 5B will not significantly contribute to any noise increase due to its distance from the receptor.

TABLE 3

Project Noise Levels
U.S. Route 50/301 - Cox Creek to Md Route 404

Noise Area	Location	Selected Option	Description	Measured Ambient L <sub>eg</sub>	No Build	Build
1.	Cox Neck Rd./ Castle Marina Rd.	5-B Modified	Residential	50	62	62
la.	Cox Neck Rd./ Castle Marina Rd.	5-B Modified	Church	57	66	66
2.	Cox Neck Rd./ Castle Marina Rd.	5-B Modified	Residential	59	 68	68
3.	Cox Neck Rd./ Castle Marina Rd.	5-B Modified	Residential	59	64	64
4.	Piney Creek Rd./ Shamrock Rd.	2	Residential	66	73	73
5.	Piney Creek Rd./ Shamrock Rd.	2	Residential	63	66	66
6.	Piney Creek Rd./ Shamrock Rd.	2	Residential	64	63	64
9.	V.F.W. Avenue/ Station La.	3-B Modified	Church	62	71	71
10.	V.F.W. Avenue/ Station La.	3-B Modified	Residential	68	71	71







# Maryland Department of Transportation State Highway Administration

May 22, 1997

434

David L. Winstead Secretary Parker F. Williams

Parker F. Williams Administrator

Mr. & Ms. Segreti 8210 Stone Trail Drive Bethesda, MD 20817

Dear Mr. & Ms. Segreti:

This letter is a follow up to your letter of February 11, concerning noise from the Capital Beltway. I understand that the landscaping to screen the "River Road" sign was completed in April and hope that the work was satisfactory. I have enclosed for your information a summary of the noise analyses performed for the improvements to both the beltway and the west spur of I-270.

Included in this information are excerpts from the approved environmental documents for the improvements. Also included are the agreements between the SHA and CABN (Citizens Against Beltway Noise), and SHA and Montgomery County related to the construction of two noise barriers along the section of the beltway from Bradley Boulevard south to the Potomac River. I am also enclosing a copy of our revised noise barrier policy.

The county tax records indicate that your home was built in 1967. The Capital Beltway was completed in 1964. Unfortunately your home does not qualify for our Type II noise barrier program due to the fact that your home postdates the completion of the Capital Beltway. One of your neighbors mentioned that there were homes in your community which where constructed prior to 1964. This is different than the information we have been able to obtain through county records. If the majority of the impacted homes were built before I-495 your community may be eligible to be considered for our Type II or retrofit noise program. Any information that you might be able to provide would be very helpful to us.

If you have any questions, please feel free to contact Mr. James Hade of my office at (410) 545-8599.

Charles B. Adams

Director

Office of Environmental Design

Attachments

cc: Mr. John Lewis Jr

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 Mr. & Ms. John Segreti Page Two

bcc: Mr. James Hade

Mr. Charlie Watkins

2--6

February 11, 1997

Mr. Charles V. Adams, Director Environmental Design Maryland Department of Highways 707 N. Calvert Street Baltimore, MD 21202

Dear Mr. Adams,

My husband and I are very concerned by the excessive noise level we hear daily, 24 hours/day from the traffic on the I-495 Beltway. Our house at 8210 Stone Trail Drive, Bethesda, MD backs up to the outer loop of I-495. From the rear windows of our house we see ongoing the Exit 39 sign "1/2 MILE TO RIVER ROAD" which needless to say is an eyesore.

I phoned your office 2 weeks ago and was very pleased with the professional and courteous response of your staff, Mr. James Hide and Mr. Fred Eisen. We would like to request that someone from your office visit our property and perform a noise level monitoring test. The noise level has continued to increase substantially since we moved here in 1969. Since then the Beltway behind our house has changed dramatically. It is our recollection that the Beltway has been widened at least 2 times since 1969, and worst of all it has been elevated which contributes heavily to the loud noise and visual disturbance. We were not able to see the traffic before the last widening project. Now from our back yard we see the cars and trucks speeding down the road, lights blaring in the evening.

Mr. Kirk Childress of the your office came to our home to address the unsightliness of the exit sign and the visible traffic. He indicated he would recommend additional planting to be done in the Spring under your direction which we will be pleased to have. But the major concern is the NOISE LEVEL. We can no longer have friends over to sit in our back yard, as it is difficult to carry on a conversation because of the noise interference.

We believe the high noise level indicates a need for a sound barrier. Without a doubt the quality of our environment has been substantially negatively affected by the noise and sight of thousands of cars and trucks passing behind our house daily day and night.

We look forward to your reply to our request. And may I reiterate again we were very pleased with the courteousness of your staff and their quick response.

CBA to

Sincerely

Anthony and Joan Segreti 8210 Stone Trail Drive, Bethesda, MD 20817

Tel. (301) 469 6442



# Maryland Department of Transportation State Highway Administration

437

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams

Administrator

December 24, 1997

Mr. Mihkel Sergo 7004 Rainswood Court Bethesda MD 20817

Dear Mr. Sergo:

Thank you for your recent letter to Governor Glendening, Secretary Winstead and me regarding a sound barrier for the Longwood area of Montgomery County, adjacent to the I-495 Capital Beltway. The Governor and Mr. Winstead asked me to respond on their behalves.

You expressed concern about a 500 foot gap in the sound barrier west of Greentree Road. The final end points of a barrier for the Longwood area have not been determined. This will occur during the detailed design phase, and the barrier will be designed to protect homes which are eligible under our noise policy. Enclosed is a copy of a brochure that will provide more information about the policy.

Again, thank you for your letter. If you would like any additional information or would like to discuss this issue further, please do not hesitate to contact Mr. Charles B. Adams, our Director of Environmental Design, at 410-545-8640 or, toll-free in Maryland, at 1-800-446-5962.

Sincerely,

Clyslith L. Horsen, Deputy

Parker F. Williams

Administrator

Enclosure

cc:

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

My telephone number is 410-545-0400

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Mr. James Hade, Noise Abatement Team Leader, SHA

Mr. Philip Troll, Noise Abatement Team, SHA Ms. Rhoda Washington, Special Assistant, SHA

Ms. Judy Weeks, Secretary, Maryland Department of Transportation

Prepared by: Fred Eisen, 12/15/97

Serial Number: 9846

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# Maryland Department of Transportation State Highway Administration

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

June 12, 1997



Mr. Sigmond L. Seward 8112 Halton Road Towson MD 21204

Dear Mr. Seward:

Thank you for sending me a copy of your letter to Congressman Robert L. Ehrlich about a sound barrier for the Village Green community. I want to let you know that we are very aware of the concerns of the residents of Village Green and our intent is to provide a sound barrier to reduce the noise for those residences within the community that will experience noise levels above the impact threshold of 66 decibels.

At the June 4 community meeting two options were presented to the community. These options were developed by SHA to provide protection to affected residences. As a result of input received at the meeting, we are developing additional information in response to the questions and concerns which were raised. This additional analysis will re-examine the issue of whom is expected to be impacted and the option or options to provide effective noise reduction.

In your letter, you raised a concern about the length of sound barrier in relationship to both the Trinity Church and the Valley Presbyterian Church. It is unfortunate that the feeling exists that SHA's barrier alternatives are being dictated by either or both churches. I want you and your neighbors to know that this is not the case. The alternatives presented at the June 4 meeting were based upon the length of barrier that would be required to provide meaningful noise reduction.

When we have completed the additional impact and barrier analyses, we will work with Senator Barbara A. Hoffman and your community leaders to schedule a meeting to present and discuss this information. I am confident that we will be able to provide a barrier solution which will effectively reduce noise impacts in the Village Green community.

Sincerely,

Parker F. Williams

Administrator

cc: The Honorable Robert L. Ehrlich, U.S. House of Representatives
The Honorable Barbara A. Hoffman, Senate of Maryland
The Honorable David L. Winstead, Secretary, Maryland Department
of Transportation

My telephone number is

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Mr. Sigmond L. Seward June 12, 1997 Page Two

bcc:

Mr. Charles B. Adams Ms. Leslie Frelow Mr. James Hade Mr. John Lewis, Jr. Mr. Dave Malkowski



# Maryland Department of Transportation State Highway Administration

441

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams

Administrator

November 20, 1997

Mr. Robert Siegmeister 7 Greenlea Drive Baltimore MD 21208-3405

Dear Mr. Siegmeister:

This letter is a follow up to my October 15 letter to you about your request for a sound barrier for the Greenlea Drive area adjacent to I-695. We have completed our review and analysis of the feasibility of a barrier for your community and have determined that an extension of the barrier planned for the Grasty Road area is warranted to protect the homes along Greenlea Drive. The design of this extension is underway and our intent is to have the extension completed during the current construction project on the beltway.

As the work on this barrier progresses, our Environmental Design staff will keep you informed. If you have any questions in the meantime, please feel free to call Mr. Charles Adams, our Director of Environmental Design, at 410-545-8640 or, toll-free, at 1-800-446-5962.

Sincerely,

Administrator

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. David Malkowski, District Engineer, State Highway Administration

My telephone number is \_\_\_\_\_

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division

Ms. Claire DeBakey, Special Assistant to the Administrator

Mr. Robert D. Douglass, Director of Highway Development Mr. Earl S. Freedman, Director of Bridge Development

Mr. James Hade, Noise Team Leader, Landscape Architecture Division



David L. Winstead Secretary

Parker F. Williams Administrator

443

October 15, 1997

Mr. Ronald Simon 6996-202 Hanover Parkway Greenbelt MD 20770

Dear Mr. Simon:

Thank you for your recent phone call requesting information about Governor Glendening's June 16 announcement regarding sound barriers. The Governor announced a total of seven barrier projects that will be protecting nine communities from highway noise.

The seven projects are in four Counties: one in Baltimore; one in Howard; one in Montgomery and four in Prince George's County. All of these communities predate the highway. The Lanham Station project is considered a Type I (new construction) site because of the construction of the I-95/US50 interchange.

#### **BALTIMORE COUNTY**

I-95: North of Metropolitan Boulevard to North Of Southwest Boulevard. *Arbutus* 

This community consists of a number of developments of predominately single family dwellings constructed between the years 1940 and 1969. The majority of the development occurring between 1950 to 1964, prior to the completion and opening of that section of I-95 to traffic in 1971. One community, Riverchase, located along the northbound side of I-95 and just north of Selford Road, was built well after I-95 and is not included in this project.

#### **HOWARD COUNTY**

I-70: St. John's Lane to 1200 feet West of US29 Brinkleigh

This community of predominately single family dwellings was constructed between the years 1957 to 1959, prior to the completion and opening of I-70 to traffic in 1969.

#### **MONTGOMERY COUNTY**

I-495: University Boulevard (MD193) to Georgia Avenue (MD97)

Woodside Forest

Indian Springs

My telephone number is

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Mr. Ronald Simon Page Two

#### **MONTGOMERY COUNTY (Continued)**

Woodside Forest is a community of predominately single family dwellings constructed between the years 1952 and 1955, prior to the completion of I-495 in 1964.

Indian Springs is a community of predominately single family dwellings constructed around 1940, prior to the completion of I-495 in 1964.

#### PRINCE GEORGE'S COUNTY

I-495/95: North of US50 to South of MD450 (Outer Loop) Lanham Station

This is a community of predominately single family dwellings built between the years 1950 and 1967. This project is classified as Type I noise abatement. A noise barrier is being built to mitigate impacts from the reconstruction of the I-495/US50 interchange.

# I-495/95: Baltimore - Washington Parkway to Good Luck Road (Inner Loop) Kingswood

This is a community of single family dwellings constructed between the years 1963 and 1964, prior to the completion of I-495 in 1964.

# I-95: Prince George's County/Howard County line to MD212 Calverton Laurel Ridge

Calverton is a community of single family homes constructed in 1965, prior to completion and opening of I-95 to traffic in 1971. There is an adjacent group of townhomes to the south, constructed after the highway, which are not included in this project.

Laurel Ridge is a community of single family dwellings constructed between the years 1965 and 1966, prior to the completion and opening of I-95 to traffic in 1971.

# US50: Ardwick/Ardmore Road To MD202 (West bound) Landover Hills

This community is a predominately residential area constructed between the years 1947 and 1961, prior to the completion of US50 in 1962.

Again, thank you for your interest. A copy of SHA's noise policy is enclosed for your information. If you should have any other questions on this matter, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at (410) 545-8599.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: [Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration



# Maryland Department of Transportation

The Secretary's Office

March 11, 1997

Parris N. Glendening Governor David L. Winstead Secretary Thomas L. Osborne Deputy Secretary

446

Mr. Ronald Simon 6996-202 Hanover Parkway Greenbelt MD 20770

Dear Mr. Simon:

cc:

Thank you for your recent letter to Governor Glendening regarding a noise barrier for the Hunting Ridge Condominium community. The Governor has received your letter and asked me to respond to you on his behalf.

The State Highway Administration's (SHA) noise abatement program has two elements--Type I and Type II. Type I barriers are built in conjunction with new roadway construction or expansion of existing highways. When deciding where to build a barrier, we perform an environmental analysis during the highway planning process to see whether noise levels will equal or exceed an impact threshold of 66 decibels (dBA) and, if so, whether they can be reduced for a reasonable cost. The homes must predate the approval date of the highway improvements to be considered for this program. The barrier you referred to as being built for the stadium is actually being built for the Centennial Village community, and it meets the criteria for a Type I barrier. This is because there will be an increase in noise levels as a result of the new interchange and access ramps from Arena Drive.

Type II (retrofit) noise barriers are for communities built before the original highway. These are stand-alone projects. As with the Type I program, an analysis is performed to determine whether the homes predate the highway, whether the noise levels equal or exceed the impact threshold, and whether an effective noise barrier can be built for a reasonable cost. When applying these criteria to your community, we found the homes were built after the original construction of I-495 and, therefore, would not qualify for our Type II program.

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you have any questions in the meantime, please feel free to call Mr. Charles Adams, SHA's Director of Environmental Design, at (410) 545-8640.

Sincerely,

David L. Winstead

L. Winter

Secretary

Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is (410)-\_

865-1000

TTY For the Deaf: (410) 865-1342

Mr. Ronald Simon Page Two

Mr. Charles B. Adams, Director, Office of Environmental Design, SHA Mr. James Hade, Noise Abatement Team Leader, SHA

Mr. Charlie Watkins, District Engineer, District 3, SHA



Noise Tea Ele

448

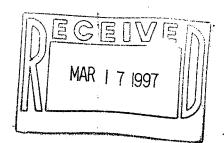
PARRIS N. GLENDENING GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE 100 STATE CIRCLE ANNAPOLIS, MARYLAND 21401 (410) 974-3901

WASHINGTON OFFICE SUITE 311 444 NORTH CAPITOL STREET, N. W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (410) 333-3098

March 13, 1997



Mr. Ronald Simon 6996 Hanover Parkway Greenbelt MD 20770

Dear Mr. Simon:

Thank you for your letter sharing your thoughts about sound barriers along the Washington beltway. Your concerns are obviously heartfelt.

Oriole Park at Camden Yards and the proposed stadium for the Redskins will produce revenue for the State without raising the tax burden. For this reason I am committed to the fruition of this project. Part of making this project a success is to avail the stadium with adequate provisions, such as sound barriers. If you would like additional information on the planning and implementation of sound barriers, you should contact Mr. Charlie Adams at the State Highway Administration. He can be reached by calling (410) 545-8640.

The Maryland State lottery is publicized both in Baltimore and statewide. I have recently proposed an increase to its advertising budget in an effort to stimulate sales.

Again Mr. Simon, thank you for sharing your concerns with me. If I can be of any additional assistance to you, please do not hesitate to contact my office.

Sincerely,

Parris N. Glendening

N. Blude

Governor

cc: Mr. Charlie Adams
State Highway Administration

4

26820

CS - Comments on the sound Carrier installation for the Redshins Hadren and Cattery activertising

Gov. Parris Glendening State House Annapolis, Nd. 21401-1991

Dear Governor Glendening:

Upon reading in the newspaper a few weeks ago myself among with 361 other home owners of the Hunting Ridge Condominium would like to know why one million dollars are being used to build a noise barrier at the new Redskin's stadium and we have been waiting twenty-three years for the same.

Check I wy Stale Hughway

Is Mr. Cooke better than any other tax payer?

I would appreciate an answer to this question.

I also would like to find out why the lottery is not advertised in other areas outside of Baltimore such as Prince George's and Montgomery Counties.

Thank You.

Ronald Simon

6996- Hanover Parkway

Greenbelt, Md. 20770

301 441-9251

JAN 1 3 1997

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GOVERINUN & UFFICE



Parris N. Glendening

David L. Winstead Secretary

John D. Porcari Deputy Secretary

August 14, 1997

Mr. Philip Kingsley Smith Ms. Mary Evans Smith 28339 Carrbridge Circle Towson MD 21204-1814

Dear Mr. and Ms. Smith:

Thank you for your letter regarding the sound barrier project that is to be built along the Baltimore Beltway between Thornton Road and East of Joppa Road. As you noted in your letter, a meeting was held on August 7 to discuss alternate noise wall alignments. I was very pleased to meet with the community and hope you had the opportunity to attend.

If you were unable to attend the meeting you should know the community representative reviewed noise wall alignments. After the discussion, the community voted to have the noise barrier placed adjacent to the Baltimore Beltway (I-695) beginning at the eastern Trinity Church building. The exact beginning point will be determined in the very near future, based on noise mitigation criteria.

The current design calls for a five foot perpetual easement for drainage across your property adjacent to the beltway. This easement is to support a swale behind the noise wall. A representative from the State Highway Administration's (SHA's) right-of-way office will be contacting you shortly to schedule a meeting to discuss this easement.

Again thank you for your letter. If you need additional information regarding this matter, please do not hesitate to call Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at (410) 545-8640.

Sincerely

David L. Winstead

Hand ) Winteal

Secretary

Mr. Charles B. Adams, Director of Environmental Design, State Highway cc: Administration

Mr. Clement Erhardt, Village Green Association

Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is 410-865-1000 TTY For the Deaf: (410) 865-1342

45

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams

Administrator

November 19, 1997

Reverend William Snook Trinity Assembly of God 2122 West Joppa Road Lutherville MD 21093-4799

Dear Reverend Snook:

It was a pleasure to meet with you on November 6, to discuss your concerns about the construction of a sound barrier along the frontage of the Trinity Church property. As we discussed, the State Highway Administration will be unable to shorten the length or lower the height of the wall, because to do so would reduce the protection needed for those homes in the Village Green community located near the intersection of Thornton Ridge and Landrake Roads.

Your concerns about safety and the church's visibility to beltway traffic are understandable. We are exploring ways to relocate the existing sign behind the completed wall. We will also trim the vegetation within our right of way to the west of your other sign located along the beltway between your two buildings. Last, we are investigating the installation of a security light for the area in the back of the church parking lot, to help deter loitering. We are willing to consider funding the cost of installation, but would not be able to absorb the energy costs for operating such a light.

As soon as we have information to share with you on these items, we will let you know. In the meantime, if you have any questions, please do not hesitate to contact Mr. Charlie Adams, our Director of Environmental Design, who may be reached at 410-545-8640 or, toll-free, at 1-800-446-5962.

Sincerely;

Parker F. Williams
Administrator

Mr. Charles B. Adams, Director of Environmental Design

Mr. David Malkowski, District Engineer

cc:

My telephone number is \_\_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Reverend William Snook Page Two

Ms. Claire DeBakey, Special Assistant to the Administrator
Ms. Sharon Blankenship, Secretary, Landscape Architecture Division
Mr. James Hade, Noise Abatement Team Leader, Landscape Architecture Division



September 4, 1997

William Snook Pastor, Administration



Mr. Charles Adams Director of Environmental Engineering Maryland State Highway Administration 707 N. Charles Street Baltimore, MD 21201

Dear Sir:

I am writing to inquire as to the status of the proposed sound barrier from Joppa Road to Trinity Assembly of God Church. We would very much like to discuss the specifics of this situation with you. We are interested in finding a solution that will benefit all concerned. If you would be so kind as to give us an update of this situation, we would greatly appreciate it.

Sincerely,

William Snook

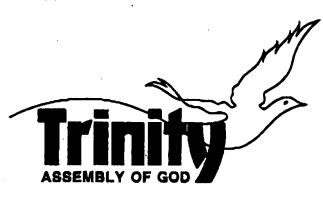
Pastor, Administration

WS/ic

Round Copy of DEW letter to Snooth Re: Meeting on November 6:







October 14, 1997

Mr. Parker F. Williams
State Highway Administrator
707 North Calvert Street
Mail Stop M-303
Baltimore, MD 21202

Dear Mr. Williams:

I am writing you in regards to the proposed extension of the beltway sound barrier wall across our frontage. This is a matter of utmost concern to our church and its members. Construction of this wall will adversely impact our church in a number of significant areas. Of particular concern is the loss of highway visibility to our facilities. Our church was originally sited at this location because of its high visibility to beltway traffic. Construction of the wall will greatly inhibit our visibility in the community. Also of increasing concern is the wall's affect on our property's after-hour security. Trespass and vandalism are an ongoing problem. With the secluding effect of the wall this problem will only get worse for us. It is extremely urgent that we meet with you at your earliest possible convenience. Your time and attention in this matter are greatly appreciated.

Sincerely,

Rev. William Snook Church Administrator

WFM:rm

Admin Control

5597 DCT 42

STATE HIGHWAY ADMIN. ST. 12 97 00T 21 PH 3: 12



# Maryland Department of Transportation State Highway Administration

David L. Winstead Secretary

Parker F. Williams
Administrator



October 17, 1997

Ms. Patricia Sollock 7501 Glennon Drive Bethesda, MD 20817

Dear Ms. Sollock:

It was a pleasure to speak with you recently regarding the noise level studies conducted for your community along I-495. As you requested, I have enclosed copies of the results of the noise level testing for Dwight Drive and Cindy Lane adjacent to your area. I've also included a copy of a previous letter with attachments related to noise testing done along Glennon Drive.

Regarding the studies for Dwight Drive, and Cindy Lane, Exhibit 1 shows a compilation of the continuous 15-minute noise level values collected during our test, and a composite hourly average noise level (labeled "Hourly Leq"). The shaded values are those at 66 decibels (dBA) or above. A graphical depiction of the same data is shown at the bottom of Exhibit 1, and includes a comparison with the impact threshold level of 66 dBA. In addition, I've included our field data sheets for each of the three additional "short-term" noise level tests (location diagram, time, etc.), and the actual printouts of the noise level data for each test. On the printouts, I've highlighted the average (Leq) noise level related to each attached datasheet. Finally, I've included a three page information package of explanatory notes that more fully explains all the data shown on the data printouts.

Thank you for your interest. If you have any questions on the enclosed information, please feel free to contact me at (410) 545-8601.

Sincerely,

Kenneth D. Polcak

Noise Abatement Design and Analysis Team

Enclosures

cc.

Noise Abatement Team

My telephone number is \_\_\_\_\_\_

#### **EXHIBIT 1**

#### 24-HOUR NOISE MEASUREMENT STUDY

Test date: 3/27/97 -Start 3/28/97 -End

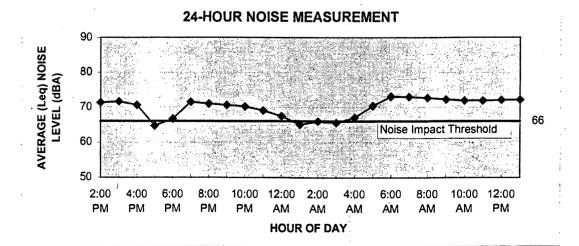
USh

Route: I-495 (Capital Beltway)

Location: Kurlansky Residence - 7601 Dwight Drive, Potomac, Montgomery County

Between Bradley Blvd (MD 191) and River Road (MD 190)

				b-interval ler mber of sub-	ngth (min.) - 15 -intervals/hour - 4
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Interval	1	- 2	3	4	Hourly Leq
2:00 PM	71.5	'71.1"	71.4	- 71:3	71
3:00 PM	71.5	71.6	71.6	71.7	72
4:00 PM	71.6	71.1	70.5	68.7	71
5:00 PM	65.9	63.7	65.0	63.8	65
6:00 PM	63.6	64.9	67.1	69.1	67
7:00 PM	71:3	71.7	71.6	71.5	·- 72
8:00 PM		71.30	71.3.0	70.3	<b>2</b> (4) 3+ <b>7</b> 1
9:00 PM	70.8	70.7	70.5	<b>70.4</b>	71
10:00 PM	70.3	70.3	70.3	70.1	70
11:00 PM	69.4	69.6	68.8	68.2	<b>69</b>
12:00 AM	68.4	67.1	67.1	67.0	67
1:00 AM	65.4	65.3	<sup>,</sup> 65.1	64.2	65
2:00 AM	66.2	66.3	64.9	66.2	66
3:00 AM	66.0	65.4	65.0	65.9	<i>4</i> 66
4:00 AM	65.7	67.0	67.4	67.8	67
5:00 AM	68.8	69.9	71.1	71.4	70
6:00 AM	72.7	72.9	73.4	73.4	73
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10:00 AM	71.9	72.1	72.3	71.5	72
11:00 AM	71.8	71.8	72.0	72.1	2) 72
12:00 PM	72.2	72.0	72.0	72.1	7.2
1:00 PM 💯	72.2	72.1=	72.1	72.2	



#### NOISE MEASUREMENT DATA SHEET

101	·
EQUIPMENT: METER (Serial No.) 1606	CALIBRATOR (Serial no.) <u>01807</u>
CALIBRATION: START 102.0 dBA	END /02.3 dBA
WEATHER DATA / NOTES: TEMP. 70	APPROX. REL. HUMIDITY 40 %
APPROX. WIND SPEED5 mph	!
DIRECTION (may also	so be noted on site diagram below)
ROUTE: <u>I-270</u> LOCATION: 701 De	
COMMUNITY: Kulomsky residence	
SITE DIAGRAM	
	INTERVAL LENGTH: 45 min
	TEST DURATION: 24 hrs.
I-270	EVENTS LOG
- Lagranasi in Comment	<u>Time</u> <u>Event</u>
ue viene un contraction de la	i de la companya de l
Journal Pool Porch Da Pool 7601	
Road	
TRAFFIC/OTHER NOTES: 24 Km	noe
measurement	
	• •

#### MARYLAND STATE HIGHWAY ADMINISTRATION OFFICE OF ENVIRONMENTAL DESIGN

pg. 2 of 34 458

#### NOISE MEASUREMENT DATA SHEET

DATE: 3/28/97

EQUIPMENT: METER (Serial No.) 1608

CALIBRATOR (Serial no.) <u>01807</u>

CALIBRATION: START 102.0 dBA

END /02,0 dBA

WEATHER DATA / NOTES:

TEMP. 75 APPROX. REL. HUMIDITY 40%

APPROX. WIND SPEED 5-10 mph

DIRECTION  $\frac{5-5-6}{}$  (may also be noted on site diagram below)

ROUTE: 1-495 LOCATION: Dwight Dr. (7616)

START TIME: 13 40

COMMUNITY:

INTERVAL LENGTH: 5 min

TEST DURATION : \_\_\_\_\_

SITE DIAGRAM

T-495
Atrot position
Nauly home

# 7612

#### **EVENTS LOG**

<u> Time</u>	<b>Event</b>
1:42	Car
1. 48	Car
1:47	Airplane
1.48	Airplane
1:50	Airplana
1:51	Car
1:55	Car
1:57	Airplane

TRAFFIC / OTHER NOTES: Test do

METROSONICS db-308 SN 1608 U2.3 3/87

CURRENT DATE: 3/28/97 CURRENT TIME: 15:10:23

Cendy Lone / Simult- W/ Kurlandry 24-41. Fast I-495 - Dwight Dr. view

CALIBRATED: 3/27/97 @ 11:13:28,

DISPLAY RANGE: 43.5dB TO 139.5dB

DOUBLING RATE: 3 dB -

FILTER: A WGHT.

RESPONSE: SLOW

SCHEDULED RUN: OFF

START DATE: 1/01/85 START TIME: 0:00:00 LENGTH: 1:00:00

#### TIME HISTORY REPORT \*\*

MODE: CONTINUOUS
RIOD LENGTH:: 0:05:00
TIME HISTORY CUTOFF: NONE
Ln(1): 10.0% Ln(2): 99.9%

START TIME	Lmax Lpk L1 L2	`
3/28/97 13:15:00	76.6 <118 74 68	Cindy bone
3/28/97 13:20:00		73
3/28/97 13:25:00		j.
3/28/97 13:30:00	74.5 <118 74 70	
3/28/97 13:40:01	66.8.<118 63 59	*
3/28/97 13:45:01	67.4 <118 64 59	Dury hb Di
3/28/97 13:50:01		6371
3/28/97 13:55:01	74.8 <118 65 58	) (Pd)
	63.6 <118 63 62	#

#### MARYLAND STATE HIGHWAY ADMINISTRATION OFFICE OF ENVIRONMENTAL DESIGN

NOISE MEASUREMENT DATA SHEET

pg. 3 of \$4 DATE: 3/28/97 460

EQUIPMENT:	METER	(Serial No.)	1609
------------	-------	--------------	------

CALIBRATOR (Serial no.) 01807

CALIBRATION: START 102.0 dBA END 102.0 dBA

WEATHER DATA / NOTES:

TEMP. 75 APPROX. REL. HUMIDITY 40 %

APPROX. WIND SPEED \_5-15 mph

DIRECTION 5 (may also be noted on site diagram below)

ROUTE: <u>I-495</u> LOCATION: <u>Cindy Lame</u> 7710

COMMUNITY: NSA'A'

START TIME: 1:15 PM

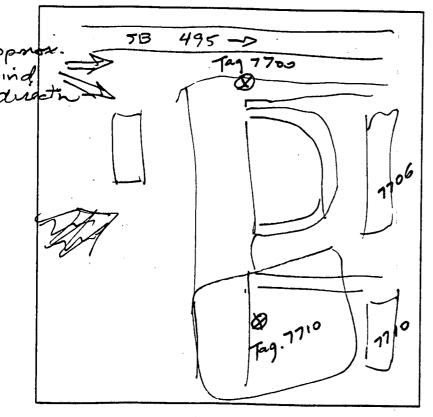
SITE DIAGRAM

INTERVAL LENGTH: 15min 5min

TEST DURATION: 15 min +

**EVENTS LOG** 

Time



TRAFFIC / OTHER NOTES: Simulbanea n prior test 1/297.

```
URRENT DATE:
URRENT TIME: 15:16:42
```

CALIBRATED: 3/27/97 @ 10:59:53

43.3dB TO 139.3dB DISPLAY RANGE:

DOUBLING RATE:

FILTER: A WGHT

RESPONSE :

CHEDULED RUN: OFF

START DATE: 12/12/96 START TIME: 0:00:00 LENGTH: 1:00:00

IHT#

TIME HISTORY REPORT \*\*

MODE: CONTINUOUS ERICO LENGTH: 0:05:00 FIME HISTORY CUTOFF: NONE n(1): 10.0% Ln(2): 99.9%

START

,1 N 6 #	TIME	E 1 7	Ll	L 2	
		. 72.			
, 1	3/28/97 13:15:00	64.4	69.1	<118	•
29/7	15:15:00	0:05:00	65	61	
1		. 72. 1			
	3/28/97	64.2	69.3	<113	
2770	15:20:00	0:05:00	65	61	
r	•	72. 2			
	3/28/97	63.9	.68.9	<118	
4970	15:25:00	0 # 05 * 00	64	61	
	•	7.7			
	3/28/97	64.3	ან. C	<113	
125	13:30:00	PARTIAL	გ5	62	

Lau

Lmax

Lpk

#### MARYLAND STATE HIGHWAY ADMINISTRATION OFFICE OF ENVIRONMENTAL DESIGN

pg. <u>4</u> of <u>4</u>

NOISE MEASUREMENT DATA SHEET

DATE: 3/28/97

EQUIPMENT:	METER	(Serial No.	1608
------------	-------	-------------	------

CALIBRATOR (Serial no.) 01807

CALIBRATION: START 102.0 dBA

END 102.3 dBA

WEATHER DATA / NOTES:

TEMP. 75 APPROX. REL. HUMIDITY 40 4 %

APPROX. WIND SPEED 5-10 mph

DIRECTION \_\_\_ S \_\_\_ (may also be noted on site diagram below)

ROUTE: 1-495 LOCATION: 7700 Cindy Lane

START TIME: 1:15 p.m.

COMMUNITY:

INTERVAL LENGTH: 5 mm.

TEST DURATION: 15 min =

SITE DIAGRAM

**EVENTS LOG** 

<u>Time</u>

**Event** 

	1.495	
	Damboo Tag 1700 )  A Similtaneous Meter	7700
	770	6
wma s	7710	<b>a</b>
7 / "3		: d :

TRAFFIC / OTHER NOTES:	
	Ŋ
	<del></del>

CURRENT DATE: 3/28/97 CURRENT TIME: 15:10:23

Cendy Lone / Simult-W/ Kurlandry 24-41. Fast I-495 - Dwight Dr. vice

CALIBRATED: 3/27/97 0 11:13:28

DISPLAY RANGE: 43.5dB TO 139.5dB

DOUBLING RATE: 3 dB

FILTER: A WOHT.

RESPONSE: SLOW

SCHEDULED RUN: OFF

START DATE: 1/01/85 START TIME: 0:00:00 LENGTH: 1:00:00

TIME HISTORY REPORT \*\*

RIOD LENGTH: 0:05:00 TIME HISTORY CUTOFF: NOME Ln(1): 10.0% Ln(2): 99.9%

TACH TAG#	START TIME	Lav ET	Lmax L1	Lpik L2		
	3/29/97 13:15:00	72.7 0:05:00		<118 68	Cindy l	onel
	3/28/97 13:20:00	72.6 0:05:00		<118 . 69-	72	
	3/28/97 13:25:00	72.5 0:05:00		<118 67	) · ,,	
	3/28/97 13:50:00	72.7 PARTIAL	74.5 74	<118 70		
	3/18/97 13:40:01	62.4 0:05:00	65.8 63	κø		*
	3/28/97 13:45:01			<118 E.ø	Dwg 100	<i>W</i> , *
7616	3/23/97 13:50:01	68.2 0:05:00	64		63+1	*
<b>6</b> 16	3/28/97 13:55:01	0:05:00	65°	58	161	ı
	°.123/97 14:00:01		63.6 63	<118 62		*



# Maryland Department of Transportation State Highway Administration

David L. Winstead Secretary

Parker F. Williams Administrator

August 13, 1997

46

Dr. R. L. Sollock 7501 Glennon Drive Bethesda, MD 20817

Dear Dr. Sollock:

Thank you for you interest in our noise abatement program. I apologize for not sending you the results of the noise measurements earlier. Attached please find a copy of the short term noise measurements taken in your back yard and in the front yard of 7506 Glennon Drive taken on May 8, 1997 I am also sending you a copy of the 24 hour noise measurement taken at 7504 Glennon Drive on May 7. Unfortunately the batteries for that meter failed and we only received a partial reading (12:11 p.m. to 11:41 p.m.), as indicated by the measurements the noise levels range between 67 dBA and 74 dBA.

The Maryland State Highway Administration's (SHA), noise abatement program has two elements referred to as Type I and Type II. With the Type I program, noise barriers, if warranted, are built in conjunction with new roadway construction or expansion of existing highways. When deciding where to build a barrier, we perform an environmental analysis during the highway planning process, to see whether future noise levels will equal or exceed an impact threshold and, if so, whether they can be reduced for a reasonable cost. The homes must predate the approval date of the highway improvements to be considered for this program. Currently, the accepted threshold level that must be met or exceeded is 66 decibels (dBA).

The Type II (retrofit) program, involves the construction of noise barriers for communities along existing highways. For communities to qualify, they must pre-date the original highway. One intent of this program is to provide a way to address areas of noise impact that may have resulted from highway construction that occurred before environmental analysis became a part of the highway development process. Analysis will determine if existing noise levels equal or exceed the impact threshold. If so, further evaluation is performed to see if an effective barrier can be built for a reasonable cost.

There are a number of communities identified in Montgomery County that are affected by traffic noise. At this time, we are looking at all communities located along the I-270 spurs and I-495, with the intent to assess all of these areas in light of a new Noise Policy (implemented in December of 1996), including both those areas which pre-date the original highways, and those which do not. Until the SHA has completed the required analyses, we have been asked not to make any new approvals for funding of new noise barrier projects. We anticipate that all the analyses and review will be completed by the end of this summer, at which time we will notify you of the outcome.

My telephone number is	_
Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free	

Dr. R. L. Sollock August 13, 1997 Page 2

Again, thank you for your concern. If you have any questions, comments or concerns that I can be of assistance with, please do not hesitate to call me at (410) 545-8598.

Sincerely,

Fred Eisen

Project Manager

Noise Abatement Team

enclosure: Community Resource Guide Noise Measurement Chart

cc: Noise Abatement Team

#### 24-HOUR NOISE MEASUREMENT STUDY

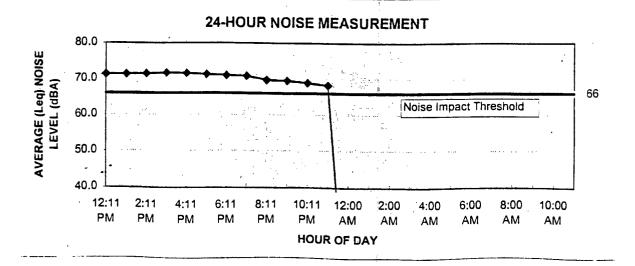
Test date: 5/7/97 -Start 5/8/97 -End

466

Route: 1-495

Location: 7504 Glennon Drive

		Sub-interval legth (min.) -							
		•	Number of sub-intervals/hour -						
Sub-interval Leq									
Interval	1	2	3	4	Hourly Leq				
12:11 PM	71.3	71.5	71.4	71.2	71.4				
1:11 PM	71.4	71.0	71.3	71.7	71.4				
2:11 PM	71.3	71.2	71.5	71.8	71.5				
3:11 PM	71.7	71.9	71.7	71.4	71.7				
4:11 PM	71.8	71.5	71.6	71.1	71.5				
5:11 PM	71.5	71.1	70.9	71.4	71.2				
6:11 PM	71.5	70.9	70.6	70.9	71.0				
7:11 PM	71.1	70.6	70.7	70.8	70.8				
8:11 PM	70.2	69.7	69.4	69.5	69.7				
9:11 PM	69.6	69.8	69.6	69.1	69.5				
10:11 PM	69.2	68.7	68.7	<b>69</b> .0	68.9				
11:11 PM	69.0	68.4	68.0	67.2	68.2				
12:00 AM					0.0				
1:00 AM					0.0				
2:00 AM					0.0				
3:00 AM					0.0				
4:00 AM				•	0.0				
5:00 AM					0.0				
6:00 AM					0.0				
7:00 AM					0.0				
8:00 AM					0.0				
9:00 AM				ř	0.0				
10:00 AM					0.0				
11:00 AM				\$	0.0				



### COMMUNITY NOISE MEASUREMENT SUMMARY

467

Test date:

5/7/97 -Start 5/8/97 -End

Route: I-495

Location: Glennon Drive

Comments:

These measurements were conducted simultaneously with a 24-hour noise

measurement conducted in the back yard of #7504 Glennon Drive.

	•		ength (min.) - b-intervals/hour -	15 3			
Address	Measurement Date	Interval	Hourly Lea				
7501	5/7/97	12:38 PM	73.9	72.0	70.7		•
7501	•	12:25 PM	73.9 73.4	73.9 <i>*</i> 73.1 [	73.7 74.0	•	73.8 73.5
7506	5/8/97	12:27 PM	59.7	59.3	60.8		<b>60</b> .0

Explanatory Note:

The data shown above has been analyzed in conjuction with data from the 24-hour noise measurement test shown in Exhibit 1. The analysis goal was to determine the day-to-day variability of the existing noise levels within the surrounding community.



David L. Winstead Secretary

Parker F. Williams Administrator

August 13, 1997

468

Dr. R. L. Sollock 7501 Glennon Drive Bethesda, MD 20817

Dear Dr. Sollock:

Thank you for you interest in our noise abatement program. I apologize for not sending you the results of the noise measurements earlier. Attached please find a copy of the short term noise measurements taken in your yard and in the front yard of 7506 Glennon Drive taken on May 8, 1997. I am also sending you a copy of the 24 hour noise measurement taken at 7504 Glennon Drive on May 7. Unfortunately the batteries for that meter failed and we only received a partial reading (12:11 p.m. to 11:41 p.m.) as indicated by the measurements the noise levels range between 67 dBA and 74 dBA.

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My telephone number is \_\_\_\_\_\_

Again, thank you for your concern. If you have any questions, comments or concerns that I can be of assistance with, please do not hesitate to call me at (410) 545-8598.

Sincerely,

Fred Eisen

Project Manager

Noise Abatement Team

enclosure: Community Resource Guide Noise Measurement Charts

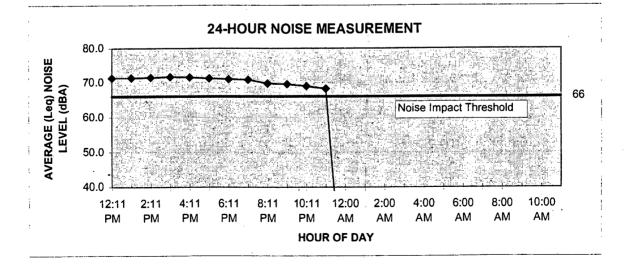
#### 24-HOUR NOISE MEASUREMENT STUDY

Test date: 5/7/97 -Start 5/8/97 -End

Route: I-495

Loçation: 7504 Glennon Drive

	Sub-interval legth (min.) - Number of sub-intervals/hour -						
	Sub-interval Leq						
Interval	1	2	3	4	Hourly Leq		
12:11 PM	71.3	71.5	71.4	71.2	71.4		
1:11 PM	71.4	71.0	71.3	71.7	71.4		
2:11 PM	71.3	71.2	71.5	71.8	71.5		
3:11 PM	71.7	71.9	71.7	71.4	71.7		
4:11 PM	71.8	71.5	71.6	<b>71.1</b>	71.5		
5:11 PM	71.5	71.1	70.9	71.4	71.2		
6:11 PM	71.5	70.9	70.6	70.9	71.0		
7:11 PM	71.1	70.6	70.7	70.8	70.8		
8:11 PM	70.2	69.7	69.4	69.5	69.7		
9:11 PM	69.6	69.8	69.6	69.1	69.5		
10:11 PM	69.2	68.7	68.7	69.0	68.9		
11:11 PM	69.0	68.4	68.0	67.2	68.2		
12:00 AM					0.0		
1:00 AM					0.0		
2:00 AM	•				0.0		
3:00 AM				*	0.0		
4:00 AM					0.0		
5:00 AM					0.0		
6:00 AM				1.	0.0		
7:00 AM					0.0		
8:00 AM					0.0		
9:00 AM	•				0.0		
10:00 AM					0.0		
11:00 AM					0.0		



#### COMMUNITY NOISE MEASUREMENT SUMMARY

471

Test date:

5/7/97 -Start 5/8/97 -End

Route: I-495

Location: Glennon Drive

Comments:

These measurements were conducted simultaneously with a 24-hour noise

measurement conducted in the back yard of #7504 Glennon Drive.

			Sub-interval length (min.) -  Number of sub-intervals/hour -				15
Address	Address Measurement Sub-interval Leq					Hourly	
	Date	Interval	1	2	3	4	Leq
7501	5/7/97	12:38 PM	73.9	73.9	73.7		73.8
7501		12:25 PM	73.4	73.1	74.0		73.5
7506	5/8/97	12:27 PM	59.7	59.3	60.8		60.0

#### **Explanatory Note:**

The data shown above has been analyzed in conjuction with data from the 24-hour noise measurement test shown in Exhibit 1. The analysis goal was to determine the day-to-day variability of the existing noise levels within the surrounding community.



# Maryland Department of Transportation State Highway Administration

David L. Winstead Secretary

Parker F. Williams
Administrator

472

October 17, 1997

Ms. Patricia Sollock 7501 Glennon Drive Bethesda, MD 20817

Dear Ms. Sollock:

It was a pleasure to speak with you recently regarding the noise level studies conducted for your community along I-495. As you requested, I have enclosed copies of the results of the noise level testing for Dwight Drive and Cindy Lane adjacent to your area. I've also included a copy of a previous letter with attachments related to noise testing done along Glennon Drive.

Regarding the studies for Dwight Drive, and Cindy Lane, Exhibit 1 shows a compilation of the continuous 15-minute noise level values collected during our test, and a composite hourly average noise level (labeled "Hourly Leq"). The shaded values are those at 66 decibels (dBA) or above. A graphical depiction of the same data is shown at the bottom of Exhibit 1, and includes a comparison with the impact threshold level of 66 dBA. In addition, I've included our field data sheets for each of the three additional "short-term" noise level tests (location diagram, time, etc.), and the actual printouts of the noise level data for each test. On the printouts, I've highlighted the average (Leq) noise level related to each attached datasheet. Finally, I've included a three page information package of explanatory notes that more fully explains all the data shown on the data printouts.

Thank you for your interest. If you have any questions on the enclosed information, please feel free to contact me at (410) 545-8601.

Sincerely,

Kenneth D. Polcak

Noise Abatement Design and Analysis Team

Enclosures

cc:

Noise Abatement Team

My telephone number is \_\_\_\_\_



# Maryland Department of Transportation State Highway Administration

David L. Winstead Secretary

Parker F. Williams Administrator

473

Mr. John J. Spano Maplewood Park Place 9707 Old Georgetown Road Bethesda MD 20814

Dear Mr. Spano:

I am responding to your recent letter to Mr. Tom Ogle of the Montgomery County Department of Environmental Protection regarding noise abatement issues along the south side of I-495, east of Old Georgetown Road. Let me share with you what we know about this area.

September 25, 1997

The State Highway Administration (SHA) is evaluating a number of communities in the Montgomery County area to determine whether they may be eligible for sound barriers. The first major criterion is that the residences must have been constructed at the time of, or prior to, the original construction of the subject highway. Our records indicate that the Maplewood Park community was built after 1986, well after the Beltway was completed in 1964. Thus, the Maplewood Park area would not be eligible for SHA funded noise barriers. I have enclosed a copy of SHA's Sound Barrier Community Resource Guide which explains our policy regarding noise barriers in greater detail.

Regarding the issue of sound reflections from the newly completed noise barrier opposite the community, research conducted by the Federal Highway Administration has shown that reflections under such circumstances have an imperceptible effect on the overall noise level (in general, no more than approximately 1 decibel (dBA)). The reason for this is that, as the sound waves travel to the barrier, their intensity diminishes. Then, upon reflection, additional intensity is lost, and still more intensity is lost as the reflected sound waves travel farther yet back across the highway. Once these waves reach the homes, their intensity, relative to the sound waves generated directly from the traffic, is insignificant and does not add perceptibly to the overall sound level. The average person can just begin to perceive a change in sound level of about 3 dBA.

I appreciate your inquiry, and regret that we could not offer a more positive response. Should you have any further questions on this matter, please do not hesitate to contact Mr. Ken Polcak of our Noise Abatement Team, who may be reached at (410) 545-8601.

1/2/1/2

Charles B. Adams

Director

Office of Environmental Design

enclosure

cc:

Mr. Thomas S. Ogle, Noise Program Director, Montgomery County Department of Environmental Protection

Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Ken Polcak, Noise Abatement Team, State Highway Administration

My telephone number is

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. John J. Spano September 25, 1997 Page Two

bcc:

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

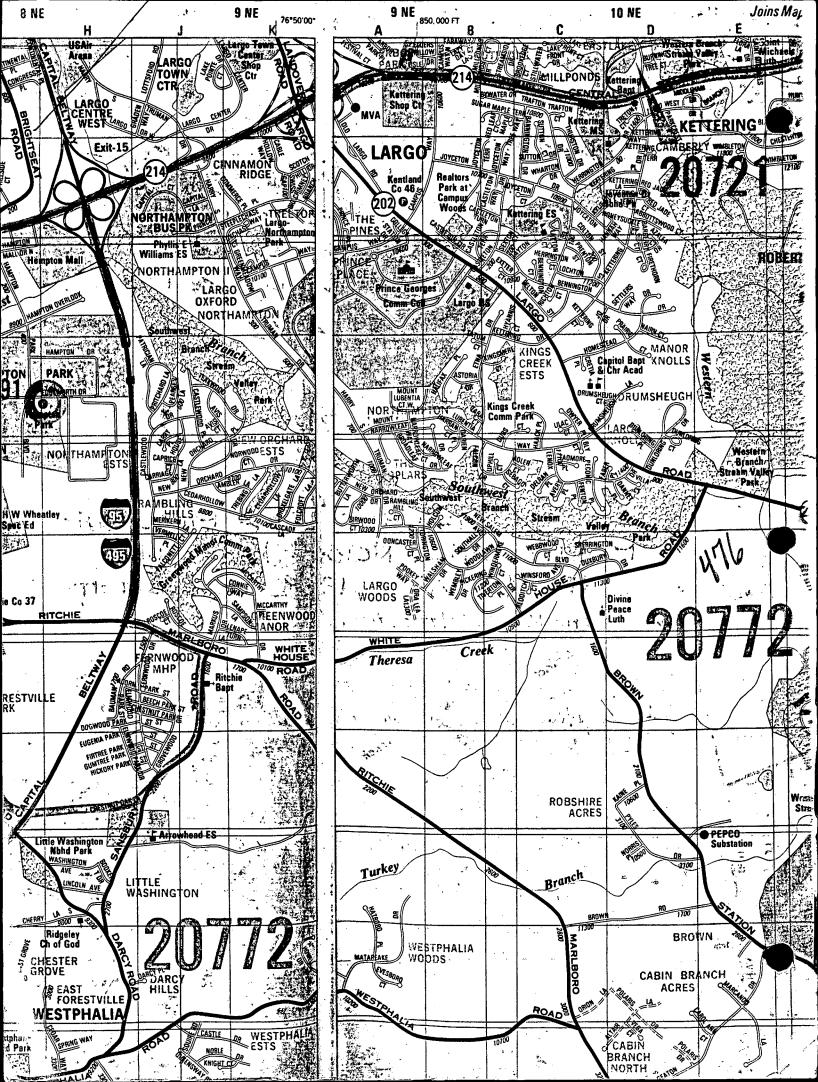
Mr. Philip Troll, Noise Abatement Team, Environmental Design, State Highway Administration

Drafted by: Ken Polcak, OED/LAD/NAT -- September 23, 1997 --

A:\SPANO997.CBA 09/23/97 2:46 PM

#### NOISE INQUIRY CHECKLIST

DATE DEC 4,96 FILE? Y/N
CUSTOMER ID. # 1163 RECEIVED BY Shauh
NAME JAMES SPEARMAN
ADDRESS 11507 BURNING TREE CT
MITCHELLVILLE 20721 P.G. (include zip code)
DAY TELEPHONE 361-350-4742(WORK / HOME)
OTHER TELEPHONE
*** INQUIRY INFORMATION SUMMARY ***
HIGHWAY NAME / ROUTE NO. MD 214
COMMUNITY / AREA NAME
LOCATION ALONG HIGHWAY
SUMMARY OF INQUIRY PEQUEST FOR MEASURE.
MENTS AND NOISE BARRIER
YR BUILT = 1988 ASSESSMENT OFF
Mup 68-Grid D2 - Dlat - A-9401
*** FOLLOW-UP ***
DATEBY
Date disquelifies him ~ Jim will call- Be-Task list 3/1-3/19/99
•
*** REFERENCE FILES ***





Parris N. Glendening
Governor

David L. Winstead Secretary

John D. Porcari
Deputy Secretary

October 6, 1997

Mr. Joseph M. Spina Burning Tree Estates Noise Barrier Task Force 7706 Cindy Lane Bethesda MD 20817

Dear Mr. Spina:

cc:

Thank you for your recent letter with your neighbor's concurring signatures regarding noise abatement along I-495. I share your concern over the impact of highway noise on the residents of the Burning Tree Estates community in Montgomery County.

Your community was not eligible for a barrier as defined in our prior noise policy. That policy has been revised, and the State Highway Administration (SHA) is evaluating a number of communities to determine whether they are now eligible for sound barriers. We anticipate this work will be completed this Fall, and an SHA representative will contact you once the results are available.

Again, thank you for your letter. If you need any additional information, please do not hesitate to contact Mr. Charles Adams, Director, Environmental Design, State Highway Administration, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead

Secretary

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

JMr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr., District Engineer, State Highway Administration

Drafted by: Philip Troll., OED/LAD/NAT -- September 26, 1997 -- Serial #9249

D:\CORRESP\1997\DRAFTS\SPIN0922.DLW 09/26/97 4:29 PM

Prope Hill Burning Tree Estates

Burning Tree Estates Noise Barrier Task Force Executive Board 479

Paller Williams

September 22, 1997

VIA MESSENGER

Mr. David L. Winstead Secretary Maryland Department of Transportation P.O. Box 8755 BWI Airport, Maryland 21240-0755

RECEIVED

SEP 23 1997

YZ40 SECRETARY DEPARTMENT OF TRANSPORTATION

Re: Noise Barriers I-495 Bradley Blvd to River Rd

Dear Mr. Winstead:

On behalf of my neighbors, whose homes align the outer loop of 1-495 between Bradley Blvd and River Road allow me to express our increasing concern with highway noise and to share with you our interest in recent developments with respect to modifications to and the application of the revised State Highway Administration's Noise Policy dated December 9, 1996.

It is our understanding that this new policy will provide for a more flexible approach to evaluation, approval and construction of barriers in an effort to mitigate the noise from adjacent highways. We have watched with great interest as a major noise barrier construction program has been recently completed in the vicinity of Old Georgetown Road as well as the Silver Spring area.

Bradley Blvd to River Road along the outer loop is our specific concern. We therefore request a written briefing from your department which reflects the status and schedule for the continuation of the noise barrier program to the area referenced.

You have obviously recognized the impact of highway noise on the quality of our lives. Your communication with the County Executive's Office late last year reflects that position. It is also our understanding that presentations on the subject are continuing with our elected representatives. We applaud your proactive position accordingly and will follow this matter rather closely.

Our efforts to obtain noise barriers ten years ago unfortunately were not conducted in as favorable a climate. We are now hopeful that the State will address the impact of noise on our lives with the same passion it has in addressing air and water quality issues. I am confident that you are thoroughly familiar with our area and will recall the circumstances surrounding the evaluation and resultant failure by the State some years ago to equitably mitigate the problem of highway noise and impact on our homes.

Looking forward the Maryland State Highway Administration, in conjunction with Montgomery County, has an opportunity to correct this inequitable situation and provide us with the same quality of life and use of our properties our surrounding neighbors have enjoyed. It is our position that any current noise barrier program in the planning and appropriation phase consider Bradley to River a priority. We need not remind you of the fact that as the I-495 corridor has been continually upgraded, the number of traffic lanes has doubled and volume flowing through our community has increased dramatically. This has resulted in an overwhelming increase in noise from cars and trucks traveling at higher speeds.

We would therefore respectfully request that you review this matter and advise us of your current efforts accordingly. We have an obligation to report back to our community and would look forward to your prompt response within seven days of the date of this letter.

We thank you in advance for your efforts on our behalf.

Sincerely,

Burning Tree Estates Noise Barrier Task Force

Executive Board

Joseph M. Spina 7706 Cindy Lane

Bethesda, Maryland 20817

Dr. & Mrs. R. Sollock 7501 Glennon Drive Bethesda, Maryland

Mr. John Brown 7701 Groton Rd. Bethesda, Maryland

Mr. & Mrs. Karl Bennett 7502 Glennon Drive Bethesda, Maryland

Mr. J. Albin Yokie 7617 Dwight Drive Bethesda, Maryland

Mr. & Mrs. Robert Beauregard 7609 Carteret Road Bethesda, Maryland

Ms. Mary Aidis 7605 Carteret Road Bethesda, Maryland

Mr. Joe Shannon 9005 Quintana Drive Bethesda, Maryland

Mr. & Mrs. Robert Jacobson 7505 Shadywood Road Bethesda, Maryland

Mr. Charlie Wyman 7513 Shadywood Road Bethesda, Maryland 12. Sella

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# Maryland Department of Transportation State Highway Administration

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

481

Mr. Thomas S. Spisz 9217 W. Stayman Drive Ellicott City, MD 21042-1835

Dear Mr. Spisz:

Thank you for your letter of November 18, concerning noise from I-70 affecting the Orchards community in Howard County. Our database indicates that this is the first inquiry concerning noise from your community. Due to not having any inquiries we have not performed any noise measurements to determine how much of the community is effected by highway noise. We are currently scheduling a consultant to perform noise measurements. Weather permitting we should be able to complete these measurements by the end of this year. In order to take accurate noise measurements the wind needs to be less than 15 m.p.h. and there can not be any precipitation. Once we have determined which properties best represent the community we will notify the owner of our intent to take the noise measurements.

I hope this letter addresses some of you concerns. We will supply you with the results of the noise measurements once they are complete. Should you have any questions or concerns please do not hesitate to call me at (410) 545-8598.

Sincerely,

James D. Hade

Team Leader

Noise Abatement Team

My telephone number is \_\_\_\_\_



# Maryland Department of Transportation

The Secretary's Office



Parris N. Glendening Governor David L. Winstead Secretary

John D. Porcari Deputy Secretary

December 18, 1997

Mr. William Spodak Ms. Linda Spodak 7206 Longwood Drive Bethesda MD 20817

Dear Mr. and Ms. Spodak:

Thank you for your recent letters to Governor Glendening and me requesting funding for sound barriers on I-495, East of the I-270 Spur in the vicinity of Bradley Boulevard. The Governor asked me to respond on his behalf.

As you note, the Longwood community is eligible for a sound barrier under the State Highway Administration's (SHA) revised Noise Policy. Funding decisions for highway improvements, including sound barriers, are made annually and are presented in the Department's Consolidated Transportation Program (CTP). This document includes planned improvements over a six year period and is finalized each January. The CTP for 1998-2003 is in the final stage of preparation, and we have noted your request for the construction of a sound barrier for Longwood. The needs of this community, together with our overall transportation needs and the availability of funds, will be considered as funding decisions for the final CTP are made.

You are correct that Montgomery County will bear 20 percent of the project cost once the State has approved its share of the funding. An agreement with the County will outline the details of the project and the cost.

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640 or, toll-free in Maryland, at 1-800-446-5962.

Sincerely.

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

Ms. Linda and Mr. William Spodak Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design,

SHA

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, SHA

Drafted by: Philip Troll, OED/LAD/NAT -- December 8, 1997 SERIAL: #7661 -- DLW/PNG -- Replaces #9801 -- DLW

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7208 Langwood Drive Bethesda, MD 20317 December 2, 1997 484

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DEC 4 1997

GOVERNOR'S OFFICE

Governor Parris N. Glendening State House 100 State Circle Annapolis, MD 21401

Subject: Noise Barriers from Bradley Blvd to Fernwood, Inner loop of the beltway, 18<sup>th</sup> district.

#### Dear Governor Glendening:

We are delighted that the area of the beltway indicated above is finally eligible for the installation of noise barriers. We cannot express to you the misery caused by living with the excessive noise that comes from beltway traffic in this area. We are unable to enjoy our backyard and the noise penetrates into our house (built in the fifties). It is especially maddening when you are trying to fall asleep. Although we hate to drive in snow, we often long for snow so that the noise from the beltway will, at least briefly, abate.

We respectfully request that you include within the Maryland Department of Transportation's 1998 Capital Improvement Budget funds for building noise barriers in the subject area. We have been told that the cost for noise barriers in the eligible area would be under \$1.5 million. Additionally, we understand that Montgomery County will provide the required 20% commitment, when notified of the State's funding commitment.

If there was any one thing that you could do to improve the quality of life of residents in this community, it would be to erect noise barriers. We fervently hope that needed funds will be included with your 1998 budget.

Sincerely yours,

Linda and William Spodak

7206 Longwood Drive Bethesda, MD 20817 Please Prepare Response For Secretary

RECEIVE

The Honorable David L. Winstead Secretary, Maryland Department of Transportation 707 North Calvert Street Baltimore, MD 21202 900/ Secretary Department. Of Transportation

Subject: Noise Barriers from Bradley Bivd to Fernwood, inner loop of the beltway, 16<sup>th</sup> district.

#### Dear Secretary Winstead:

Signature

We are delighted that the area of the beltway indicated above is finally eligible for the inetallation of noise barriers. We cannot express to you the misery caused by living with the excessive noise that comes from beltway traffic in this area. We are unable to enjoy our backyard and the noise penetrates into our house (built in the fifties). It is especially maddening when you are trying to fall asleep. Although we hate to drive in snow, we often long for snow so that the noise from the beltway will, at least briefly, abate.

We respectfully request that you include within the Maryland Department of Transportation's 1998 Capital Improvement Budget funds for building noise barriers in the subject area. We have been told that the cost for noise barriers in the eligible area would be under \$1.5 million. Additionally, we understand that Montgomery County will provide the required 20% commitment, when notified of the State's funding commitment.

If there was any one thing that you could do to improve the quality of life of residents in this community, it would be to erect noise barriers. We fervently hope that needed funds will be included with your 1998 budget.

Sincerely yours,

Linda and William Spedak

December 8, 1997

Ms. Linda and Mr. William Spodak 7206 Longwood Drive Bethesda MD 20817

Dear Ms. Linda and Mr. William Spodak

Thank you for your recent letter requesting funding for sound barriers on I-495, East of the I-270 Spur in the vicinity of the Bradley Boulevard community. I share your concern over the impact of highway noise on the quality of life you enjoy.

Longwood community does indeed meet the State's eligibility criteria for sound barriers. A review of the current transportation budget proposal, however, indicates additional barrier projects cannot be considered for funding in Fiscal Year 1998. Future budget reviews will determine when funding might become available.

The County's commitment is a very important factor in our budget process and a written agreement must be executed in advance of a project commitment. We are pleased that Montgomery County has committed to their share, however, a final... (?) This work will be done when state funding is authorized for this project.

Again, thank you for your letter. If you have any other questions on this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design who may be reached at 410-545-8640 or toll free, in Maryland 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA Mr. Parker F. Williams, Administrator, SHA

Ms. Linda and Mr. William Spodak Page Two



bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design,

SHA

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, SHA

Drafted by: Philip Troll, OED/LAD/NAT -- December 8, 1997

**SERIAL:** #9801

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#### December 8, 1997

Mrs. and Mr. Linda and William Spodak 7206 Longwood Drive Bethesda MD 20817

Dear Mrs. and Mr. Spodak:

Thank you for your recent letter requesting funding for sound barriers on I-495, East of the I-270 Spur in the vicinity of the Bradley Boulevard community. I share your concern over the impact of highway noise on the quality of life you enjoy.

I am happy to confirm that the Longwood community does indeed meet the State's eligibility criteria for sound barriers. A review of the current transportation budget proposal, however, indicates additional barrier projects have not been funded in Fiscal Year 1998. Future budget reviews will determine when funding might become available.

The County's commitment will be very important factor in our budget process and a written agreement must be executed in advance of a project commitment. We have not approached Montgomery County because we have not committed funding to any new projects at this time.

Again, thank you for your letter. If you have any other questions on this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design who may be reached at 410-545-8640 or Toll free, in Maryland 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA Mr. Parker F. Williams, Administrator, SHA

 $Mrs.\ and\ Mr.\ Linda$  and William Spodak

Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design,

SHA

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, SHA

Drafted by: Philip Troll, OED/LAD/NAT -- December 8, 1997

SERIAL: #9801

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Mrs. and Mr. Linda and William Spodak 7206 Longwood Drive Bethesda MD 20817

Dear Mrs. and Mr. Spodak:

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I am happy to confirm that the Longwood community does indeed meet the State's eligibility criteria for sound barriers. A review of the current transportation budget proposal, however, indicates additional barrier projects have not been funded in Fiscal Year 1998. Future budget reviews will determine when funding might become available.

Again, thank you for your letter. If you have any other questions on this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design who may be reached at 410-545-8640 or Toll free, in Maryland 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA Mr. Parker F. Williams, Administrator, SHA

Mrs. and Mr. Linda and William Spodak

Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design,

SHA

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, SHA

Drafted by: Philip Troll, OED/LAD/NAT -- December 8, 1997

SERIAL: #9801

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#### December 8, 1997

Mrs. and Mr. Linda and William Spodak 7206 Longwood Drive Bethesda MD 20817

Dear Mrs. and Mr. Spodak:

Thank you for your recent letter requesting funding for sound barriers on I-495, East of the I-270 Spur in the vicinity of the Bradley Boulevard community. I share your concern over the impact of highway noise on the quality of life you enjoy.

I am happy to confirm that the Bradley Boulevard community does indeed meet the State's eligibility criteria for sound barriers. A review of the current transportation budget proposal, however, indicates additional barrier projects cannot be considered for funding in Fiscal Year 1998. Future budget review will determine when funding might become available. You may be assured when the project proceeds, those residences qualifying for a sound barrier will receive optimum protection.

Again, thank you for your letter. If you have any other questions on this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design who may be reached at 410-545-8640 or Toll free, in Maryland 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA Mr. Parker F. Williams, Administrator, SHA

Mrs. and Mr. Linda and William Spodak Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design,

**SHA** 

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, SHA

Drafted by: Philip Troll, OED/LAD/NAT -- December 8, 1997

**SERIAL:** #9801

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7206 Longwood Drive Bethesda, MD 20817

Please Prepare Response For Secretary December 2, 1997

The Honorable David L. Winstead Secretary, Maryland Department of Transportation 707 North Calvert Street Baltimore, MD 21202

SECRETARY DEF OF TRANSPORTATION

Subject: Noise Barriers from Bradley Blvd to Fernwood, inner loop of the beltway, 16<sup>th</sup> district.

## Dear Secretary Winstead:

Signature

We are delighted that the area of the beltway indicated above is finally eligible for the installation of noise barriers. We cannot express to you the misery caused by living with the excessive noise that comes from beltway traffic in this area. We are unable to enjoy our backyard and the noise penetrates into our house (built in the fifties). It is especially maddening when you are trying to fall asleep. Although we hate to drive in snow, we often long for snow so that the noise from the beltway will, at least briefly, abate.

We respectfully request that you include within the Maryland Department of Transportation's 1998 Capital Improvement Budget funds for building noise barriers in the subject area. We have been told that the cost for noise barriers in the eligible area would be under \$1.5 million. Additionally, we understand that Montgomery County will provide the required 20% commitment, when notified of the State's funding commitment.

If there was any one thing that you could do to improve the quality of life of residents in this community, it would be to erect noise barriers. We fervently hope that needed funds will be included with your 1998 budget.

Sincerely yours.

da and William Spedak

#### MARYLAND DEPARTMENT OF TRANSPORTATION THE SECRETARY'S OFFICE REQUEST FOR PREPARATION OF CORRESPONDENCE

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:O:	WILLIAMS			DATE	12/04/97
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### Maryland Department of Transportation

The Secretary's Office



Parris N. Glendening

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

February 19, 1997

Mr. Peter N. Stamos 932 Oakmoor Drive Baltimore MD 21227

Dear Mr. Stamos:

Thank you for your recent letter to Governor Glendening regarding a noise barrier for the Riverchase community. The Governor has received your letter and has asked me to respond to you on his behalf.

The State Highway project on I-95 in the Arbutus area is classified as a Type II, or retrofit, noise barrier. Barriers of this type protect communities that were built before the original highway was constructed. The Riverchase community was not included in the larger project because the homes were built after I-95. While I understand your desire for a noise barrier, we are unable to consider barriers for communities in this situation unless improvements are planned to the highway. In the case of I-95, no expansion in planned.

Mr. Charles Adams of the State Highway Administration attended a recent Riverchase community meeting. He informs me there was discussion about the community's pursuing alternative funding to extend the Arbutus barrier, including the possibility the community might fund a portion of the barrier itself. Mr. Adams will be pleased to provide technical assistance as the community works on alternative funding.

Again, thank you for your letter. I am sorry we are unable to provide a positive response to your request. If you have any questions or would like to discuss this matter further, please feel free to call Mr. Adams at (410) 545-8640.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is (410)- 865-1000

Mr. Peter N. Stamos Page Two

bcc: Mr. Jim Hade, Team Leader, Noise Abatement Team, State Highway Administration



# Maryland Department of Transportation State Highway Administration

498

David L. Winstead Secretary

Parker F. Williams Administrator

July 21, 1997

Mrs. Stewart 2518 Forest Glen Road Silver Spring MD 20910

Dear Mrs. Stewart:

This letter is a follow up to your telephone call of July 10 about a sound barrier for the Forest Glen community adjacent to I-495, the Capital Beltway. As I indicated, the State Highway Administration is evaluating your community, together with numerous others, to determine whether it meets our criteria for a sound barrier. I know that you are interested in knowing whether a barrier will be approved, so that you may sell your home. I anticipate that our evaluations will be completed by the end of this summer. Until this work is complete, I will not know whether the Forest Glen community will qualify for a barrier.

I am sorry that I cannot give you any more definitive information at this time. We will contact you when our work has been completed. In the meantime, if you have any questions, please give me a call at (410) 545-8640.

Sincerely

Charles B. Adams

Director

Office of Environmental Design

Mrs. Stewart Page Two

bcc:

Ms. Leslie Frelow
(Mr. James Hade)
Mr. Charlie Watkins

1 Pafel Road Annapolis, Maryland 21401

October 30, 1997

The Honorable Michael Busch 151 Lowe House Office Building 6 Governor Bladen Blvd. Annapolis, Maryland 21401

Dear Delegate Busch:

After our meeting with the State Highway Administration, Senator Astle, Delegate Bissett, Delegate Clagett, Mr. Canelli and yourself on October 1, 1997, to discuss noise walls along Rt. 50 between the Severn River Bridge and the Ridgely Avenue exit, you suggested that any past documentation regarding this request be forwarded to your office. Enclosed you will find many pieces of correspondence dating back to 1978. The following attempts to summarize the history of our request in order to show that it is now almost 20 years old. Since we now meet all the criteria established by the SHA, according to their most recent analysis done by Wilson T. Ballard in April 1997, we ask that we not be made to wait any longer. We feel that the requirement of the SHA for every county in Maryland to adopt an ordinance to curtail future developments along state roads is valid with regard to building noise walls for those developments; but it is irrelevant to our community which dates to the early to mid 1900's - before the original Rt. 50.

When the expansion of Route 50/30l was first initiated in May 1974, public meetings were held to receive input from community associations, as well as individuals. At a meeting on July 26, 1978, the Riverview Manor Community Association stated that "Noise impacts were also a subject of concern and noise barriers were requested." (V-4) In November 1979 the draft of the Project Planning Recommendation Report for U.S. Route 50/30l MD Rt. 70 to the William Presson Lane Memorial Bridge stated, "Based on predicted 1995 traffic volumes, residential and commercial areas within 500 feet of U.S. Routes 50/30l could be adversely affected by noise. Wall-type barriers would provide effective and feasible noise abatement. Noise barriers would be included for the Build Alternatives generally from Maryland Route 70 to Maryland Route 2..." (p.9) The cost of the barriers in 1978 \$ would be \$1.1 million.

The Final Environmental Statement (Contract No. 572-000-570) prepared by the FHA and the SHA and signed by Hal Kassoff (2/24/81) and Vincent Ciletti (4/20/81) stated "The Selected Action is consistent with Regional, County, and City transportation studies. A major benefit to the adjacent communities would be the construction of noise barriers in selected locations to reduce noise levels from those expected with the No-

Build. This will be a significant benefit between Maryland Route 70 and Maryland Route 2, where residential communities are adjacent to the existing roadways." (S-3) This report includes barriers for our community (see map Figure IV-4 for drawing of barriers) at that time costing \$475,000 providing protection for approximately 75 houses. (IV-40) That would have been approximately \$6,300 per impacted house. The same report sites building walls for protection for approximately 20 homes in Winchester for \$353,000 or \$17,650 per home. (IV-41) It would have cost less per house to build barriers along Riverview/Acorn, but Winchester has the noise walls!

In spring 1987, during the expansion of Rt. 50 between Maryland Route 70 and the Severn River Bridge, letters were generated by Mr. Doug Collison of the Riverview Manor Community Association to the SHA, as well as elected officials, reminding them of the inclusion of noise walls in the expansion of Rt. 50 and the "Reach the Beach" program. In April 1987 when it was discovered that the walls were eliminated for our area, a petition was sent to request a re-evaluation. Mr. Astle and Mr. Winegrad's assistance were requested. A Noise Impact Reanalysis was done (Contract No. AA 315-201-572) which showed that our area exceeded FHWA Noise Abatement Criteria and that "a barrier beginning just east of the antique shop approximately 1,650' long and extending towards the Severn River Bridge appears to be feasible...Twenty (20) residences (along Riverview Avenue) could benefit and cost-per-residence criteria is met." (Appendix A) The area north of Rt. 50 (Acom Dr.) exceeded the \$40,000 cost per house - the cost came to \$40,860 to \$48,816 per house depending on the type of barrier. The conclusion of the report was, "Two areas (B-2 and C-1 - ours) may qualify under the SHA Type II (retrofit) Noise Abatement Program." (Appendix B)

However, at a meeting on November 18, 1987, with the community and Mr. Adams and Mr. Polcak, it was stated that the construction of walls met all the criteria, except the cost criteria and alternatives could be considered. If one side qualified, as in the Winchester situation, why wasn't the same alternative selected as was selected for Winchester - walls for both sides? In December 1987, Mr. Collision did some refiguring of different aspects of the report and passed them along to Mr. Adams for his consideration. Senator Winegrad arranged a meeting for March 24, 1988, between the SHA and the communities in this area "to resolve the important issue of noise along this corridor." As a result of that meeting "new noise impact analysis are to be made, based on readings to be obtained at locations suggested by residents," and "My office is to ascertain the possibility of (a) tax relief because of potential depreciation of real estate value due to excessive noise pollution..." (April 5, 1988 - Senator Winegrad)

On May II, 1988, Mr. Adams forwarded a copy of a report done on April 18, 1988, by Kidde Consultants, Inc. Their findings were "noise impacts do exist and will continue with the construction of I-68. This area therefore can potentially qualify for abatement consideration under the Type II noise abatement program." This study showed a total of seventy-two (72) homes that would benefit from noise wall protection, but the "cost per residence for the North Wall would be \$63,400 and \$64,376 for the South wall."

With the removal of earth to construct the interchange at Rowe Blvd. for I-68, the community requested the dirt be used to build an earth berm (July 28, 1988 - Doug

Collison) and eventually it was constructed with encouragement by Maureen Lamb, Councilwoman, District 6. (October 19, 1988) According to Mr. Adams, this berm provided protection for five (5) homes. (September 13, 1989 - SHA, Mr. Adams)

At Mr. Collison's request, more tests and studies were done, and according to Mr. Adams (May 5, 1989), "the results indicate no significant differences from our previous studies."

On May 22, 1995, Mr. Rick Baity, Mr. Paul Speyser, Ms. Mary Ann Loftus, Mrs. Nancy Westergard, Mrs. Kerry Bayline and Mr. Richard Morin met with Senator Astle and Mr. Adams again to make a request for noise walls.

Responding to an article in "The Capital", April 24, 1995, which stated that Winchester would receive noise walls in the summer of 1996 after "In 1993, Ms. Peaslee and others from her neighborhood extracted a promise from the SHA to build the walls.", Mr. Rick Baity made a request to Mr. Adams for yet another re-evaluation of our area. Mr. Adams responded (November 20, 1995) by saying that, "It...would exceed our maximum of \$40,000 per residence. Given this information, we could not consider the area for Type II noise barriers." Mr. Baity requested more information (February 27, 1996) and pondered with regard to the construction of walls in Winchester, "If they have fewer homes, further away from Rt. 50/301, how do they rate two (2) sound barriers."

Enclosed also are copies of requests made by the communities of Winchester (February 17, 1987) and North River Forest (April 28, 1992) for sound walls. They have their walls as of this date. As you can see by the map of our study area, our houses date from pre-1900 and to the best of our knowledge, we are the oldest community adjacent to Rt. 50 in Anne Arundel County, yet the only community without noise protection.

On November 16, 1988, Mr. Collison wrote to Mr. Polcak. "When this project was first proposed ten (10) years ago (in 1978), hearings were held and the public's approval was sought. To obtain that approval sound barriers were promised and incorporated into the budget. Also, in order to obtain Federal funding, the sound barriers were included in the plans for the project. (Final Environmental Statement, Contract #AA 572-000-570, F.A.P. #F 90-1(2). Yet, after the Federal funds were procured, after the budget of \$254 million was approved, the SHA in its collective wisdom decides unilaterally, and without public review, to eliminate this important portion of the project. The State of Maryland has reneged on its promises to our communities. Under the original guidelines in force when the project was subject to public scrutiny, our communities were entitled to, and the SHA was required to, erect the sound barriers. After our communities have been bisected by Route 50/I-68/I-95, all we ask is that we not be subjected to the constant roar and pollution of the interstate highway system."

It is now almost 1998, another ten years have passed. We are asking that we not be made to wait any longer for noise protection. Mr. Adams stated at the public meeting on October 1, 1997, that we now qualify. Please help us expedite this process so that our relief is in sight.

We appreciate your help and we would invite you at your convenience to visit any one of our homes to give you a personal appreciation of what we have to tolerate all day and all night every day of the week.

Respectfully submitted,

Pawelo R. Storm

(Mrs.) Pamela R. Storm

Secretary/Treasurer

Garden Farms Community Association
410-841-6949

prs/encl.

cc: Governor Parris N. Glendening

Mr. David L. Winstead, Secretary, Department of Transportation

Mr. Parker Williams, Administrator of MSHA

Mr. Charlie Adams, Director of Environmental Design

Senator John Astle

Delegate Philip Bissett

Delegate Virginia Clagett

Mr. John Gary, County Executive

Mrs. Diane Evans, Councilwoman

Mr. William Mulford, Councilman

#### October 30, 1997

We, the undersigned, agree that the enclosed documents represent an accurate overview of the history of the issue of noise walls along the Riverview Avenue/Acorn Road area located between the Severn River Bridge and the Ridgely Avenue exit in Annapolis, Maryland. We believe these documents show that since 1979 we have been considered, reconsidered, approved, deleted, and re-evaluated (three separate times) yet to this point do not have noise walls. However, the most recent study (April 1997) shows that now we are eligible for noise walls (once again), but we are awaiting a State required County ordinance before we can have our walls. To the best of our knowledge, we are the oldest community adjacent to Rt. 50 in Anne Arundel County, yet the only community without noise protection. We somehow feel discriminated against because of our age. We ask that this project be addressed and finalized as soon as possible.

Name/Address/Community/Title	N
Autola. Moun 140 River VR. J. ave Dung. Presder H	MEDUNES 1550C. DIC
Chies J. Westergard 141 Liverview Ave, Arencolis MD 21401 (resp	
Hun a Wictor 127 Riverview Aus Answerdis MI)	21401
Januar 19 Acorn Dr. Annapolis, mD 21401	(1) (1) (2) (3)
Thomas Frank 40 HEALOPESON RD, AMAP BOS DENT RIVERVILLE	MANOR COMMERY
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Holand B. Tayman 4 Dafel Rd annapoles (rused	
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West L. Baity 133 Riverview Ave. Annapolis M. 21401	V-P. GARJON FALMS
Walter M. Ryking 35 ARDEN DRIVE, RES	Bet
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Al Per IRPRIENT Manufe MA DWAY	A .
Carl V. Kylid 35 levelle . Compoles	MU 21751
Olice Dollan 4 Craw Dn 44 years	to a company

From:

Philip Troll

To:

INTERNET:aol.com:tstorm1718

Date:

September 5, 1997 (Friday) 11:24am

Subject:

FACT SHEET

Good morning Pam, >

In reference to our conversation this morning, I have an electronic version of a fact sheet that might be of some use to you. I have included it at the end of this message. This particular sheet deals with the effects of traffic volume changes on noise levels. Insofar as the effect an increase in the speed limit may have precipitated, generally the increase in noise between 55mph and 65mph is considered to be negligible.

I just wanted to get this quick copy to you (an electronic version would be much cleaner and legible than a faxed one). If you would like I could follow up by faxing a copy with the bar chart graphics included. Just let me know if and where you want it faxed.

As soon as I have firm answers to your questions regarding the role that County noise policies play in the process, I will pass them on to you.

As it always remains the case -- if you have any questions or concerns on this, don't hesitate to fire off a quick note or give me a call.

Enjoy a relaxing week in Pennsylvania,

Philip Troll Office of Environmental Design State Highway Administration

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<<	DETAILS	OF	FACT	SHEET	TO	FOLLOW	>>>
==========	=======	===	=====	=====	===	=======	======

#### FACT SHEET

### THE EFFECTS OF TRAFFIC VOLUME CHANGES ON NOISE LEVELS

The intensity of noise generated from highway traffic is related to several major factors including distance of the receptor from the highway, the number or volume of vehicles and their travel speed, and the mix of vehicle types (that is, number of trucks versus autos, etc.). This discussion focuses on the overall volume of highway traffic and how changes in the number of vehicles affect the overall noise level generated from the highway.

In general, it can be correctly stated that an increase in traffic volume will cause increased noise. However, the amount of increase in noise will depend on the <u>relative</u> increase in traffic volume, as illustrated below:

It is generally accepted that the average person can just begin to perceive a

change in noise level of about 3 decibels (dBA). This 3 dBA change represents a doubling of the total noise "energy". In each instance, the adjacent illustration shows that for an increase of 3 dBA in the overall noise level to occur, the number of vehicles must be doubled (that is, increased by 100%), and that this doubling must occur regardless of the actual volume of traffic. For example, if a highway carrying 5,000 vehicles per hour produces an overall noise level of 80 dBA, the traffic volume must increase to 10,000 vehicles per hour for the overall noise level to increase by 3 to 83 dBA. The conclusion is that as the total number of vehicles on a roadway increases, it requires more and more additional vehicles to cause a noticeable change in the overall noise level.

B

In reality, on highways such as freeways, interstates, or other controlled-access roadways, traffic volumes are so high that relative changes in vehicle volume over time are typically well below the doubling or 100% change that would be necessary to affect a 3 dBA change in the noise level. The incremental addition of 100, 200, or even 1000 vehicles per hour to the example highway with 5,000 vehicles per hour is not sufficient to contribute enough additional energy to effect the overall noise level by a perceptible amount. This, of course assumes that the vehicles individually would produce similar noise levels (as in the illustration), and does not address changes in the mix of vehicle types, such as the number of large, heavy-duty trucks versus autos, for example.

This condition is often manifested in the results of noise impact studies for projects to widen existing highways, especially those with already substantial traffic volumes. For projects which widen within an existing median (that is, do not place traffic closer to adjacent receptors or properties), only the incremental growth in traffic over time contributes to increased noise levels. The ultimate growth in traffic will be somewhat constrained by the capacity of the highway, as will the resulting noise level.

Even if a highway is widened to the outside of the existing roadway, the increased capacity of the new expanded roadway and expected growth in traffic volume over time will still only account for a fraction of the total traffic on the highway. In this example, the addition of a small fraction of the total traffic slightly closer to adjacent properties would contribute to the total noise level, but still represents only a fraction of the total noise emanating from the highway. For example, if a 6-lane highway is widened by one lane in each direction to a total of 8 lanes, one-eighth of the total traffic would be placed approximately 12 feet closer to the adjacent property (the typical width of one highway lane). In such cases, the resultant increase in noise is still typically well below the 3 dBA perception threshold. This would generally apply only if the distance shift is small relative to the overall distance between the existing highway and adjacent property, meaning, for example, that the noise increase would be greater if the distance to the adjacent property were 25 feet, than if the distance were 100 feet.

39730

l Pafel Road Annapolis, Maryland 21401-1115

July 31, 1997

FRECEIVED

The Honorable Parris N. Glendening State House Annapolis, Maryland 21401

ALL O .-

Dear Governor Glendening:

SECRETARY
DEPARTMENT OF TRANSPORTATION

Thank you for taking the time to be concerned about our dilemma when we're sure the needs of your constituents are many.

Since the building of the noise walls along Winchester Road on Rt. 50, east of the Severn River Bridge, in the fall of 1996, we have been in contact with the State Highway Administration (MSHA) on a regular basis requesting a re-evaluation for the need of similar walls along Riverview Ave., Pafel Rd., Acom Dr., and Kirkley Rd., along Rt. 50, west of the Severn River Bridge and prior to the Rowe Blvd/Bestgate Rd. exit (see enclosed map). On April 22, 1997, a noise level measurement study of our community, which consists of approximately 80-90 homes, was done by Wilson T. Ballard Co. The results of that study, and the subsequent report done by MSHA, indicate, according to Mr. Philip Troll of MSHA, that our area meets or exceeds the 66 decibel requirement necessary for the validation of the construction of noise walls. The MSHA also requires that houses in such an area predate the highway. Most of our homes predate the original Rt. 50!

Our understanding is that the list of State Highway projects must be prioritized. We are unclear of the exact oriteria by which that is done. Therefore, we are asking your help in working with the MSHA to make the noise wall project along Riverview Ave., Pafel Rd., Acom Dr., and Kirkley Rd., to be a top priority for this fiscal year's budget. We believe that your "smart growth" policies indicate the need to improve existing roads and factor in families before developing new areas. There are many families in our area that have been waiting for these walls since 1991 - almost seven years ago - when our side of Rt. 50 was widened. These walls will enable us to carry on normal conversations in our backyards once again.

Thank you again for your support. It is deeply appreciated.

Sincerely,

Mr. + Mrs Shomes Storm

Mr. and Mrs. Thomas (Pamela) Storm (410) 841-6949

prs/encl.

cc: Secretary David Winstead

RECEIVED



## Maryland Department of Transportation State Highway Administration

November 7, 1997

508

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams Administrator

See note on reverse

Mrs. Pamela R. Storm, Secretary / Treasurer, Garden Farms Community Association c/o 1 Pafel Road Annapolis MD 21401-1115

Dear Mrs. Storm:

Thank you for your recent letter to Governor Glendening regarding the October 1 public meeting with the 30th District Legislative Delegation and Mr. Charles B. Adams from the State Highway Administration (SHA). The Governor has asked me to respond on his behalf.

I would like to thank you for supplying the 30th District Legislative Delegation, Anne Arundel County Executive John Gary, County Council members Diane R. Evans and William C. Mulford II and SHA officials with the 86 page synopsis of information summarizing noise abatement efforts for the Riverview Avenue and Acorn Drive communities adjacent to US 50. SHA's Office of Environmental Design is currently reviewing this information and incorporating it into the project history. This augmented record will help ensure this issue is addressed as rapidly and equitably as we can.

It is my understanding that Delegate Busch is acting as an advocate and point of contact for your community to assure the appropriate dissemination of information in this concern. I am quite sure that the clear and concise documentation you have provided will be most helpful to all concerned parties in coordinating our efforts to resolve this situation.

Again, thank you for your letter. The Governor appreciates hearing from you and, on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead Secretary

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202





Mr. Paul Armstrong, District 1 Engineer, State Highway Administration

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. John Lewis, Jr., State Legislative Officer, Maryland Department of **Transportation** 

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Drafted by: Mr. Philip Troll, OED/LAD/NAT -- November 7, 1997

Serial #9547 -- Replacing Parker Correspondence #97NOV2

· Clendeumy Correspondence on 7566 -# 9544 prepared in advance to replace ...

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Mrs. Pamela R. Storm Page Two

The Honorable John C. Astle, Member, Senate of Maryland cc:

The Honorable Phillip D. Bissett, Member, Maryland House of Delegates

The Honorable Michael E. Busch, Member, Maryland House of Delegates

The Honorable Virginia P. Clagett, Member, Maryland House of Delegates

The Honorable Diane R. Evans, Member, Anne Arundel County Council

The Honorable John Gary, County Executive, Anne Arundel County

The Honorable William C. Mulford II, Member, Anne Arundel County Council

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration



## Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor David L. Winstead Secretary

John D. Porcari Deputy Secretary

November 21, 1997

3/0

Mrs. Pamela R. Storm Secretary/Treasurer Garden Farms Community Association c/o 1 Pafel Road Annapolis MD 21401-1115

Dear Mrs. Storm:

Thank you for your recent letters to me and Governor Glendening regarding the October 1 public meeting about noise barriers with the 30th District Legislative Delegation and Mr. Charles B. Adams from the State Highway Administration (SHA). The Governor asked me to respond on his behalf.

The information you supplied to the 30th District Legislative Delegation, Anne Arundel County Executive John Gary, County Councilmembers Diane R. Evans and William C. Mulford II and SHA officials for the Riverview Avenue and Acorn Drive communities adjacent to US 50 will be reviewed by SHA. It is my understanding that Delegate Michael Busch is acting as an advocate and point of contact for your community to assure the appropriate dissemination of information. I am quite sure the clear and concise documentation you have provided will be most helpful to all concerned parties in coordinating our efforts to resolve this situation.

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

David L. Winstead

Secretary

cc: The Honorable John C. Astle, Member, Senate of Maryland

The Honorable Phillip D. Bissett, Member, Maryland House of Delegates

The Honorable Michael E. Busch, Member, Maryland House of Delegates

The Honorable Virginia P. Clagett, Member, Maryland House of Delegates

The Honorable Diane R. Evans, Member, Anne Arundel County Council

The Honorable John Gary, County Executive, Anne Arundel County

The Honorable William C. Mulford II, Member, Anne Arundel County Council

Mr. Charles B. Adams, Director of Environmental Design, State Highway

Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

Mrs. Pamela R. Storm Page Two

bcc: Mr. Paul Armstrong, District Engineer, State Highway Administration

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway

Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. John M. Lewis, State Legislative Officer, Maryland Department of

Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Drafted by: Mr. Philip Troll, OED/LAD/NAT -- November 7, 1997

Serial #9547 -- Replacing Parker Correspondence #97NOV2

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Partis N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

September 9, 1997

s)<sup>)</sup>

Mr. and Mrs. Thomas Storm 1 Pafel Road Annapolis MD 21401-1115

Dear Mr. and Mrs. Storm:

Thank you for your recent letter to Governor Glendening regarding noise abatement issues along US 50 in the vicinity of the Riverview Manor and Lindamoor communities in Anne Arundel County. The Governor asked me to respond on his behalf.

Your community was not previously eligible for a barrier because one could not have been built for a reasonable cost as defined in our prior noise policy. Since then the policy including the cost criterion has been revised. The State Highway Administration (SHA) is evaluating a number of communities to determine whether they are now eligible for sound barriers. Yours is one of those communities. We anticipate we will have this work completed this Fall, and an SHA representative will contact you once the results are available.

Again, thank you for your letter. The Governor appreciates hearing from you and, on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway

Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. and Mrs. Thomas Storm Page Two

sh?

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. James Hade, Noise Abatement Team Leader, SHA

Noise Abatement Team, SHA

Drafted by: Philip Troll, OED/LAD/NAT -- August 11, 1997 Revised by Claire DeBakey

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OTLECORTE

### THE SECRETARY'S OFFICE MDOT - SHERRY VARNER - MS 255 REQUEST FOR PREPARATION OF GOVERNOR'S CORRESPONDENCE

100 DATE: 11/18/97 /jav SERIAL#: WILLIAMS DATE: 11/18/97 ROM: STORM. PAMELA R 10/30/97 e: Urges placement of noise barriers along rt 50 RESPOND BY: 11/25/97 BETWEEN SEVERN RIVER BRIDGE AND RIDGELY AVENUE PREPARE RESPONSE FOR SECRETARY'S SIGNATURE [ ] PREPARE RESPONSE FOR SECRETARY'S SIGNATURE ON BEHALF OF GOVERNOR (Note Governor as cc) REPLY DIRECTLY, ACKNOWLEDGING SECRETARY'S RECEIPT, SHOW CC TO SECRETARY PREPARE RESPONSE FOR GOVERNOR'S SIGNATURE PLEASE HANDLE AS APPROPRIATE FOR USE BY RESPONSIBLE UNIT ASSIGNED TO: TO BE RETURNED TO ADMINISTRATOR'S OFFICE BY: ECIAL INSTRUCTIONS: FOR USE BY ASSIGNED AREA RESPONSE PREPARED BY: (Name / Telephone / Date) TYPED BY: PROOFREAD BY: RECORD OF INTERIM TELEPHONE RESPONSE (You can buy yourself some additional time in preparing a written reply by telephoning the constituent, explaining what's happening, and indicating when he/she may expect a formal reply. Please fill this portion and mail back the green sheet to obtain an extension on your reply deadline.) Name of Person Called: Date: Written follow-up will be prepared by: तार क्षेत्रको भाग प्रशासक र प्रतास का का का का का का अपने का अपने मात्र का की

SHERRY VARNER MIDDE MS-255

**D-TSO-001** 

### MAIL FORM OLLICE OL LHE COAEKNOK

STRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent bincerns. When completed, please forward the respond, please call the unit ilsted below.

17884 : CIL

TEET \05\01 : sisd rejesA ReceiveDate: 11/13/1997

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Pemela R. Storm : amsN

beoA lead ?

SITI-10412 GM , siloqBnnA

Severn River Bridge and Ridgely Avenue. Description : Urges placement of noise barriers along Route 50 between the SOUND BARRIER REQUE Subject:

ISQ. : finU

MOLTAMACHI TOBAIG-BA

If the response to this correspondence should be handled by another agency, please complete the following information and forward the completed form and the copy to the unit indicated above. Also, copy the completed form and send the copy to the unit indicated above.

Re-Directed to:

45671

7556 516

1 Pafel Road Annapolis, Maryland 21401-1115

October 30, 1997

The Honorable Governor Parris N. Glendening State House Annapolis, Maryland 21401

Dear Governor Glendening:

Enclosed please find a copy of a letter sent to Delegate Busch as a follow up to a meeting on October 1, 1997, where noise walls along Riverview Avenue/Acom Drive, parallel to Rt. 50, between the Severn River Bridge and the Ridgely Avenue exit, were discussed. It is a synopsis of almost twenty (20) years of correspondence between individuals, community associations and the State regarding noise walls in our area. The documents to support the report have been given to Delegate Busch, Mr. Charlie Adams at the State Highway Administration, and Mr. William Mulford, Councilman. If you desire to have a copy of the eighty-six (86) pages, I will be glad to forward them to you.

We trust that this will objectively reveal our patience in waiting for sound barriers. We hope, too, that our lesson in patience will soon come to an end, and we can enjoy quiet in our homes and yards once again. We would appreciate any help you can give to expedite this process.

Respectfully,

Painela R. Otorn

(Mrs.) Pamela R. Storm Secretary/Treasurer Garden Farms Community Association 410-841-6949

pre/encl.

RECEIVED

NOV 5 1997

GOVERNOR'S OFFICE

### OFFICE OF THE GOVERNOR MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

LID: 45671

ReceiveDate: 11/13/1997 Assign Date: 10/30/1997 Deadline Date: 11/27/1997

Name:

Pemela R. Storm

1 Pael Road

Annapolis, MD 21401-1115

SOUND BARRIER REQUE Subject:

Description: Urges placement of noise barriers along Route 50 between the Severn River Bridge and Ridgely Avenue.

Agency:

MDOT

Unit: DSI

RE-DIRECT	INFORMATION

If the response to this correspondence should be handled by another agency, please complete the following information and forward the completed form and the correspondence to the proper agency. Also, copy the completed form and send the copy to the unit indicated above.

Re-Directed to:	· · · · · · · · · · · · · · · · · · ·		_
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### November 7, 1997

Mrs. Pamela R. Storm, Secretary / Treasurer Garden Farms Community Association c/o 1 Pafel Road Annapolis MD 21401-1115

Dear Mrs. Storm:

Thank you for your recent letter to Governor Glendening regarding the October 1 public meeting with the 30th District Legislative Delegation and Mr. Charles B. Adams from the State Highway Administration (SHA). The Governor asked me to respond on his behalf.

I would like to thank you for supplying the 30th District Legislative Delegation, County and SHA officials the 86 page synopsis of information summarizing noise abatement efforts for the Riverview Avenue and Acorn Drive communities adjacent to Rte 50. It is my understanding that Delegate Busch is acting as an advocate and point of contact for your community to assure the appropriate dissemination of information in this concern. I am quite sure that the clear and concise documentation you have provided will be most helpful to all concerned parties in coordinating our efforts to resolve this situation.

Again, thank you for your letter. The Governor appreciates hearing from you and, on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead Secretary

Cc: The Honorable John C. Astle, Member, Senate of Maryland
The Honorable Phillip D. Bissett, Member, Maryland House of Delegates
The Honorable Michael E. Busch, Member, Maryland House of Delegates
The Honorable Virginia P. Clagett, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

bcc: Mr. Paul Armstrong, District 1 Engineer, State Highway Administration

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. John Lewis, Jr., State Legislative Officer, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Drafted by: Mr. Philip Troll, OED/LAD/NAT -- November 7, 1997

Serial #9547 -- Replacing Parker Correspondence #97NOV2

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# MARYLAND DEPARTMENT OF TRANSPORTATION THE SECRETARY'S OFFICE REQUEST FOR PREPARATION OF CORRESPONDENCE

•			LOG DATE:	11/03/97	/dlw s	SERIAI	#: 9547
TO:	WILLIAMS			·	. I	DATE:	11/04/97
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# MARYLAND STATE HIGHWAY ADMINISTRATION THE ADMINISTRATOR'S OFFICE REQUEST FOR PREPARATION OF CORRESPONDENCE

52

CONTROL #97NOV2 LOG DATE: 11/03/97

ENDER:	Storm, Pai	MELA	i		•	
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RE: NOISE	BARRIERS		·.			
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[ ] PR	EPARE RESI	Ponse for	SECRETARY' GOVERNOR'S DMINISTRAT	S SIGNAT	TURE FURE	
SSIGNED (	To: CHAR	LIE ADAMS				· ·
o be reti	URNED TO	administra	TOR'S OFFI	CE BY:	11/10/97	
PECIAL I	NSTRUCTION	ns:			•	
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PLEASE RETURN THIS FORM AND PREPARED CORRESPONDENCE TO DONNA AUSTIN, SHA
PHONE# (410) 545-0406 FAX# (410) 333-1586

522

## RECEIVED

9547 SECRETARY

DEPARTMENT OF TRANSPORTATION

IL RESPONSE

1 Pafel Road Annapolis, Maryland 21401-1115

October 30, 1997

Cc: Lew is

The Honorable David L. Winstead Department of Transportation P.O. Box 8755 BWI Airport Baltimore, Maryland 21240-8755

Dear Mr. Winstead:

Enclosed please find a copy of a letter sent to Delegate Busch as a follow up to a meeting on October 1, 1997, where noise walls along Riverview Avenue/Acom Drive, parallel to Rt. 50, between the Severn River Bridge and the Ridgely Avenue exit, were discussed. It is a synopsis of almost twenty (20) years of correspondence between individuals, community associations and the State regarding noise walls in our area. The documents to support the report have been given to Delegate Busch, Mr. Charlie Adams at the State Highway Administration, and Mr. William Mulford, Councilman. If you desire to have a copy of the eighty-six (86) pages, I will be glad to forward them to you.

We trust that this will objectively reveal our patience in waiting for sound barriers. We hope, too, that our lesson in patience will soon come to an end, and we can enjoy quiet in our homes and yards once again. We would appreciate any help you can give to expedite this process.

Respectfully,

Panela R. Stour

(Mrs.) Pamela R. Storm
Secretary/Treasurer
Garden Farms Community Association
410-841-6949

prs/encl

523

1 Pafel Road Annapolis, Maryland 21401-1115

October 30, 1997

Mr. Parker Williams, Administrator, MSHA 707 N. Calvert St. Baltimore, Maryland 21202

Dear Mr. Williams:

Enclosed please find a copy of a letter sent to Delegate Busch as a follow up to a meeting on October 1, 1997, where noise walls along Riverview Avenue/Acorn Drive, parallel to Rt. 50, between the Severn River Bridge and the Ridgely Avenue exit, were discussed. It is a synopsis of almost twenty (20) years of correspondence between individuals, community associations and the State regarding noise walls in our area. The documents to support the report have been given to Delegate Busch, Mr. Charlie Adams at the State Highway Administration, and Mr. William Mulford, Councilman. If you desire to have a copy of the eighty-six (86) pages, I will be glad to forward them to you.

We trust that this will objectively reveal our patience in waiting for sound barriers. We hope, too, that our lesson in patience will soon come to an end, and we can enjoy quiet in our homes and yards once again. We would appreciate any help you can give to expedite this process.

Respectfully,

Pamela R. Otom

(Mrs.) Pamela R. Storm Secretary/Treasurer Garden Farms Community Association 410-841-6949

prs/encl.

STATE HIGHWAY ADMIN.
97 NOV 10 FX 10: 4.9
EDINIAL MANUEL OFFICE



## Maryland Department of Transportation State Highway Administration

524

Parris N. Glendening Governor David L. Winstead Secretary

Parker F. Williams
Administrator

August 5, 1997

Mrs. Pam Storm 1 Pafel Road Annapolis MD 21401-1115

Dear Mrs. Storm:

Enclosed is the copy of the revised consultant's report which you requested on the recent highway traffic noise measurements conducted in the Riverview Manor and Lindamoor communities adjacent to US 50 in Anne Arundel County. The report includes a summary and discussion of the results, as well as maps and diagrams showing the exact locations where each test was conducted.

Enclosed for your use, is a copy of the State Highway Administration (SHA) Sound Barrier Community Resource Guide, as well as a copy of our current noise policy. I hope you found the information we faxed to you for the meeting you hosted on July 30, to be informative and helpful in answering some of your fellow homeowners concerns.

A number of communities that experience traffic noise impacts similar to the Riverview Manor and Lindamoor area are presently being evaluated and reviewed by SHA. Once these analyses are finished, a priority list will be established for those communities where noise barriers are determined to be warranted. We anticipate that this review will be concluded by the end of this summer and we will contact you with the results as they become available.

Thank you for your continuing interest in this issue. In the meantime, if you should have any other questions or concerns on this matter, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at (410) 545-8599.

Charles B. Adams

Director

Office of Environmental Design

My telephone number is \_\_\_\_\_\_

Mr. Richard Cronin Page Two

Enclosures

cc: James Hade, RLA, Team Leader for Noise Abatement, SHA

bcc: Noise Abatement Team, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT -- August 1, 1997

D:\CORRESP\1997\CRON0801.CBA 08/01/97 1:44 PM

1 Pafel Road Annapolis, Maryland 21401-1115

June 16, 1997

Mr. Philip Troll
MSHA, Environmental Design
707 N. Calvert St.
Baltimore, Maryland 21202

Dear Mr. Troll,

Thank you for your help this morning regarding noise barriers along Rt. 50 on the Lindamoor/Riverview side of the Severn River Bridge.

I would just like to reiterate the need for such barriers. Like the Winchester side of the Severn River Bridge, our communities exist between the bridge and the first exit (Rowe Blvd./Bestgate Rd.) on the Annapolis side. Therefore, there is no opportunity for the 62,000 cars, that the SHA determined cross the bridge, to exit before they pass our house. ("The Sunday Capital", January 26, 1997). According to the same article, the projection for this daily traffic in the year 2020 is 130,000 cars! That's a lot of cars and trucks to rumble past our house every day!

Our house is right next to Rt. 50 with only an empty lot separating us from the traffic. It would be nice not to have to holler above the traffic to call our children in for dinner and it would be nice to sit on our front porch and hear more wildlife sounds than heavy traffic.

Thank you again for listening and please keep us informed of your decision.

Sincerely,

Mr. and Mrs. Thomas (Pam) Storm

Mr. and Mrs. Thomas (Pam) Storm 410-841-6949

prs

cc: Mr. Jim Hade Mr. Ken Polcak

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

September 23, 1997

528

Carl Strawberry, M.D. Ms. Barbara G. Strawberry 1841 Cove Point Road Annapolis MD 21401

Son of the

Dear Dr. and Ms. Strawberry:

Thank you for your recent letter and petition to Governor Glendening regarding noise abatement along US 50. The Governor appreciates your concern over the impact of highway noise on the residents of the Lindamoor community in Anne Arundel County and asked me to respond on his behalf.

Your community was not previously eligible for a barrier because one could not have been built for a reasonable cost as defined in our prior noise policy. That policy has been revised and the State Highway Administration (SHA) is evaluating a number of communities to determine whether they are now eligible for sound barriers. Yours is one of those communities. We anticipate this work will be completed this Fall, and an SHA representative will contact you once the results are available.

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Dr. and Mrs. Strawberry Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT — September 16, 1997 — Serial #7192 < As per Sherry Varner--1 response for 26 Form Letters bundled together >>

D:\CORRESP\1997\DRAFTS\STRA0816.DLW 09/16/97 11:50 AM

F - 1

From:

Philip Troll

To:

CBA

Date:

September 15, 1997 (Monday) 12:34pm

Subject:

SECRETARY'S CORRESPONDENCE -- LINDAMOOR PETITION

Morning Charlie,

Just wanted you take on a response...

Rec'vd serial #7192 to prepare a response to Barbara Strawberry for DLW on behalf of PNG. #7192 consists of 26 copies of the same Lindamoor form letter -- just signed by different folks. 21 of the 26 letters have signatures while 5 of the 26 have also filled in a return address. I've not asked anybody outside of OED, until I've got your okay on how you prefer it to be handled.

The question is, would you prefer:

Do as MDOT instructs and just prepare a response for Dr. and Mrs Strawberry -- while acknowledging the pseudo-petition?

Prepare responses just for the letters that have addresses?

Prepare responses for the letters that have addresses and try to find mailing addresses for the other signed letters and then prepare responses for them as well?

CC:

JIM

530

. . . 0

From:

Claire DeBakey

To:

SHADGN.PTroll

Date:

September 15, 1997 (Monday) 2:58pm

Subject:

SECRETARY'S CORRESPONDENCE -- LINDAMOOR PETITION -Forwarded

-Reply

Philip,

Thanks for asking. In the past, there has been a dividing line as follows:

- 1) a cover letter enclosing a true petition (names and addresses only for the various signers) would receive one answer, acknowledging receipt of the petition. The answer would go to the person who sent us the petition. Typically, that person might be the head of a homeowner's association.
- 2) mulitple letters, even form letters, as distinguished from a true petition, would each receive an individual response. For those who did not provide addresses, you should have Donna call Sherry Varner at MDOT to see whether they are holding an envelope with a return address on it. If that is not the case, have Donna determine whether MDOT wants you to try to find an address. I have been known to find addresses through telephone information if necessary; but this seems to be quite a few to have to do that. Please let me know what pans out.

Thanks,

Claire

CC:

DAustin

P.3/28

532

August, 1997

The Honorable Governor Parris N. Glendening State House Annapolis, MD 21401

The Honorable Michael Busch 151 Lowe House Office Bldg. 6 Governor Bladen Blvd Annapolis, MD 21401

41925

The Honorable John C. Astle Presidential Wing James Senate Office Building Amapolis, MD 21401

The Honorable Virginia Clagett
The Honorable Phillip Bissent
212 Lowe House Office Bldg.
6 Governor Bladen Blvd
Annapolis, MD 21401

Dear Governor Glendening and District 30 Representatives;

During the planning phase of the Route 50 widening and bridge construction project, representatives from the SHA visited our community of Lindamoor and briefed us on the environmental impact that the project would have on our community. Our officers, at the time, questioned the SHA representatives on the estimate of the proposed traffic increase and specifically addressed both the increase in heavy commercial truck traffic as well as our concern over the attended increase in noise. We were told of minor increases in traffic and a small increase in road-generated noise.

Since that time, the project has been completed and the increase in truck traffic is not only greater than anticipated but, by its nature, occurs heavily during the evening and early morning hours (i.e -on a 24-hour continuous basis) The road noise associated with the reality of the new traffic patterns on Rt. 50 are significantly greater than expected and exceed the maximums for residential living. As a result, our quality of life has been adversely affected.

Accordingly, we request that the State initiate planning and budgeting activities to install appropriate sound barriers from the west side of the Rt. 50 bridge to the Bestgate Road exit as part of your 1998 fiscal planning.

Sincerely.

CAR. STRANSSON, L.A. 1841 CIRC PORT SUB-MENTALISMO 21401

Berbera G.Strauberty 1841 Cove Point Rd. Annepolis, MD 21401 Lineamoor Resident

Lindamoor Resident

## OFFICE OF THE GOVERNOR MAIL FORM

 $\langle \gamma^2 \rangle$ 

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

LID: 41925

ReceiveDate: 9/8/97 Assign Date: 9/8/97

Deadline Date: 9/22/97

Name:

Barbara Strawberry

1841 Cove Point Road Annapolis, MD 21401

Subject:

SOUND BARRIER REQUE

Description: Encloses a petition requesting a sound barrier for a portion of

Route 50 in the Lindamoor community.

Agency:

DŞI

Unit:

#### RE-DIRECT INFORMATION

If the response to this correspondence should be handled by another agency, please complete the following information and forward the completed form and the correspondence to the proper agency. Also, copy the completed form and send the copy to the unit indicated above.

Re-Directed to:	MBOT	
Date :	9 10	



cc:

## Maryland Department of Transportation State Highway Administration

634

Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

Parris N. Glendening

July 11, 1997

Mr. Roscoe R. Suddarth Ms. Michele R. Suddarth 7403 Mackenzie Court Bethesda MD 20817-4554

Dear Mr. Suddarth and Ms. Suddarth:

Thank you for your recent letter regarding highway traffic noise along I-495 in the Carderock Springs community in Montgomery County. I certainly appreciate your concern and want to give you an update on the progress of our work on this issue as it relates to Carderock Springs.

A number of communities have been identified in Montgomery County that are affected by traffic noise. We are looking at all communities in the I-270 spurs and I-495 "noise triangle" to evaluate those areas, in light of our new noise policy, that pre-date the original highways and those that do not pre-date the highways. These analyses will be completed by the end of Summer.

Again, thank you for your letter. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

Parker F. Williams

Administrator

Mr. Charles B. Adams, Director of Environmental Design, SHA

My telephone number is \_\_\_\_\_\_

Mr. Roscoe R. Suddarth Ms. Michele R. Suddarth July 11, 1997 Page Two

bcc: Mr. James D. Hade, Team Leader, Noise Abatement Team, SHA Mr. Kenneth D. Polcak, Noise Abatement Team, SHA



## Maryland Department of Transportation State Highway Administration



Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams Administrator

October 30, 1997

Mr. David Taylor Maryland Environmental Service 2011 Commerce Park Drive Annapolis MD 21401

Dear Mr. Taylor:

This is to follow up on our phone conversation earlier this week about the availability and acceptability of sound barriers which use recycled tires. Based upon the information we have reviewed on various systems that are on the market, the only system which currently is acceptable for use on State Highway Administration projects is the DuBrook system. If you need any additional information, please let me know.

Sincerely

Charles B. Adams

Director

Office of Environmental Design

Mr. David Taylor Page Two

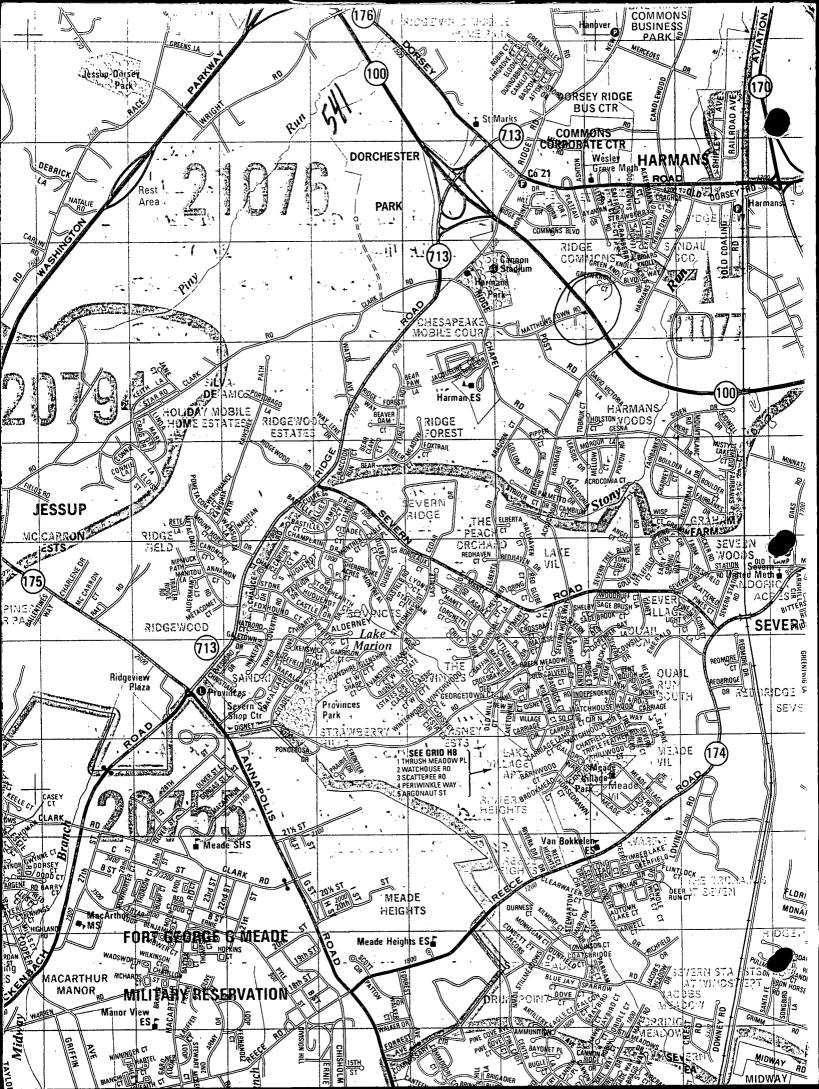
bcc:

Ms. Sharon Blankenship Mr. Jim Hade Mr. Philip Troll

536

## NOISE INQUIRY CHECKLIST

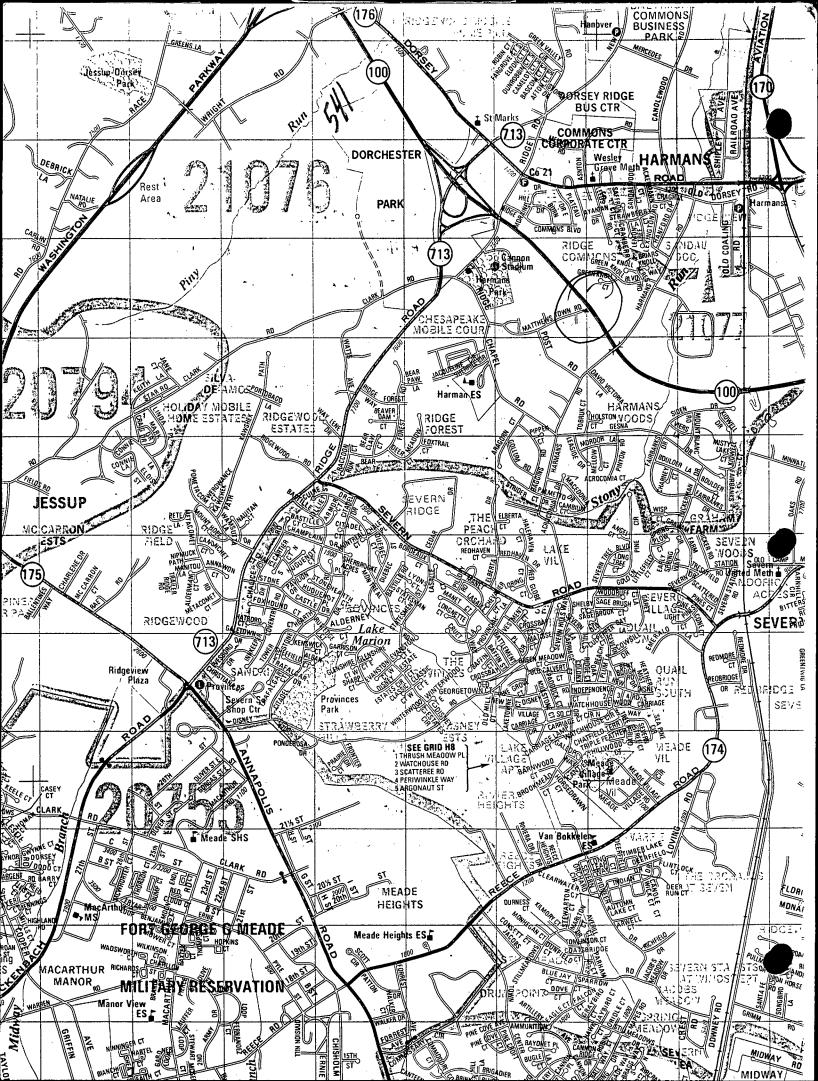
DATE 2/24/97 FILE? Y/N
CUSTOMER ID. # $-1/67$ RECEIVED BY 1
NAME John Jectani
ADDRESS 8814 FEARNE AVE
Parkville MD 21234
(include zip code)
DAY TELEPHONE 667 8500 (WORK / HOME)
OTHER TELEPHONE 665 2275  *** INQUIRY INFORMATION SUMMARY ***
HIGHWAY NAME / ROUTE NO. 1695 NEAR MD43 & HARFOR
COMMUNITY / AREA NAME
LOCATION ALONG HIGHWAY BACKING to 695
SUMMARY OF INQUIRY Wants to Know it barriers are
presently planned but that if the highway were improved it would be studied. Dewanted to know of any plane
*** FOLLOW-UP ***
DATE: 5/2/97 BY Fred
Told Mr. Testani that there were no plans to under I-695 between
Perning Parkway + I-95 N. at this time.
*** REFERENCE FILES ***



540

### NOISE INQUIRY CHECKLIST

DATE 7/31/17	FILE? Y/N
CUSTOMER ID. #	RECEIVED BY JIM HADE
NAME MR&MRS LEATHE	EWOOD THOMPSON
ADDRESS 1501 MATT	EWS TOWN BOAD
	TANOVER MD Z1076 Include zip code)
day telephone 410 - 850 -	5296 (WORK / HOME)
OTHER TELEPHONE	
*** INQUIRY INFO	RMATION SUMMARY ***
HIGHWAY NAME / ROUTE NO. MD	100
COMMUNITY / AREA NAME Mathe	wstoun Road
LOCATION ALONG HIGHWAY Backs	to EB 100
SUMMARY OF INQUIRY Wants B	allier or Landscoping
	, , , , , , , , , , , , , , , , , , , ,
*** FOLI	_OW-UP ***
DATE 7/31/91	BY Jim Hada
The Thompsons visited th	e office on 7/31
The Thompsons visited the Type 4 Document indiates	(05+ 15 + 219 K/Rosident
1996 Cost would be \$ 133.8	3K/Res.
Ken O. will said somes	me at Ment week to
examine Landsape possit	illies
	,
*** REFERE	NCE FILES ***
	· · · · · · · · · · · · · · · · · · ·





## Maryland Department of Transportation

The Secretary's Office

542

Parris N. Glendening Governor David L. Winstead Secretary Thomas L. Osborne Deputy Secretary

February 27, 1997

Robert A. Thompson, Jr., M.D. 301 St. Paul Street Suite 802, P.O.B. Baltimore MD 21202

Dear Dr. Thompson:

Thank you for your recent letter to Governor Glendening regarding a noise barrier for the Riverchase Community. The Governor has received your letter and has asked me to respond to you on his behalf.

When a decision is made whether to construct a noise barrier, several factors are considered. These include whether the homes predate the original construction of the adjacent highway, whether the noise levels equal or exceed an impact threshold of 66 decibels (dBA), and whether an effective noise barrier can be built for a reasonable cost. Mr. Charles Adams, the State Highway Administration's (SHA) Director of Environmental Design, attended a meeting several months ago at which he explained that your community is not eligible for noise barriers because the homes were constructed after the highway.

Mr. Adams informs me the residents of Riverchase may be interested in pursuing alternative funding, including funding some or all of a noise barrier themselves. Though State funding for a noise barrier at Riverchase is not possible, we have offered to provide technical assistance to aid the community's efforts to obtain alternative funding. The State Highway Administration will be in contact with the Riverchase Community leaders about providing this technical support.

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you have any questions regarding this matter, please feel free to call Mr. Adams at (410) 545-8640.

Agreemen),

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director, Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

Mr. James Hade, Noise Abatement Team Leader, SHA Mr. David J. Malkowski, District Engineer, SHA Mr. Parker F. Williams, Administrator, SHA bcc:



## Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor

David L. Winstead
Secretary

John D. Porcari

Deputy Secretary

514

November 7, 1997

Mr. Jeffrey Thornton jeff1@pop.erols.com

Dear Mr. Thornton:

Thank you for your recent internet message to Governor Glendening regarding construction of a sound barrier along I-495 between I-295 and Goodluck Road. The Governor asked me to respond on his behalf.

Construction bids for the project have been received and the State Highway Administration (SHA) is now completing the necessary steps leading up to construction. This includes an interagency agreement with Prince George's County for the local funding share of the project. We anticipate that these remaining steps will be completed shortly and we can begin work in the Spring of 1998.

Again, thank you for your inquiry. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

JMr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Mr. Charlie Watkins, District 3 Engineer, State Highway Administration

Drafted by: Mr. Philip Troll, OED/LAD/NAT -- October 22, 1997 -- Serial #7414

E:\CORRESP\1997\DRAFTS\THOR1020.DLW 10/22/97 2:21 PM

## RECEIVED

X-Mailer, Novell GroupWise 4.1

Date: Mon, 20 Oct 1997 09:55:02 -0400

From: PARRIS Giendening < GOVERNOR@gov.state.md.us>

To: winstead@ciark.net

Subject: noise barrier project -Forwarded

SECRETARY DEPARTMENT OF TRANSPORTATION

Received: from campus1.mdarchives.state.md.us ([172.16.1.1])

by mail gov.state.md.us (Group Wise SMTP/MIME daemon 4.1 v3)

; Sat, 18 Oct 97 09:11:33 EDT

Received: by campus 1.mdarchives.state.md.us; id AA17638; Sat, 18 Oct 97 09:15:30

**EDT** 

Received: from smtp2.erols.com(205.252.116.102) by campus1.mdarchives.state.md.us via smap (3.2)

id xma017636; Sat, 18 Oct 97 09:15:06 -0400

Received: from jeff1.erols.com (spg-tat14s142.erols.com [207.172.49.142])

by smtp2.erols.com (8.8.6/8.8.5) with SMTP id JAA14545

for <governor@gov.state.md.us>, Sat, 18 Oct 1997 09:08:14 -0400 (EDT)

Message-Id: <3.0.32,19971018091209.006a5a14@pop.erols.com>

X-Sender: jeff1@pop.erols.com (Unverified)

X-Mailer. Windows Eudora Pro Version 3.0 (32)

Date: Sat, 18 Oct 1997 09:13:31 -0400

From: Jeffrey Thornton <jeffl@pop.erols.com>

To: governor@gov.state.md.us

Subject: noise barrier project

Mime-Version: 1.0

Content-Type: text/plain

Content-Disposition inline

Governor Glendening:

Greeting, At our October 9, 1997 civic association meeting, I was informed that work on the noise barrier project has been stopped with no reason given. Can you inform us the reason for the work stoppage? This barrier was to be construed along I-95 between the B/W Pkwy and Rt. 450 exits.

Construction was to be started on September 15, 1997 and completed in 90 days. It's been WAY overdue and we are very disappointed in it's progress.

Thank you

Jeffrey Thornton

# THE SECRETARY'S OFFICE MDOT - SHERRY VARNER - MS 255 REQUEST FOR PREPARATION OF GOVERNOR'S CORRESPONDENCE

547

	. LOG DATE: 10/21/97 /dlw SERIAL#: 7414
	DATE: 10/21/97
TO:	WILLIAMS
FROI	M: THORNTON, JEFFREY 10/18/97
RE:	NOISE BARRIER PROJECT BETWEEN 1-95 AND B/W PARKWAY RESPOND BY: 10/24/97 AND RT 450
	PREPARE RESPONSE FOR SECRETARY'S SIGNATURE  [X] PREPARE RESPONSE FOR SECRETARY'S SIGNATURE ON BEHALF OF  GOVERNOR (Note Governor as cc)  REPLY DIRECTLY, ACKNOWLEDGING SECRETARY'S RECEIPT, SHOW
	CC TO SECRETARY  PREPARE RESPONSE FOR GOVERNOR'S SIGNATURE  PLEASE HANDLE AS APPROPRIATE
	FOR USE BY RESPONSIBLE UNIT
·	ASSIGNED TO: COMPLICATION OF DATE: 1001-97 TO BE RETURNED TO ADMINISTRATOR'S OFFICE BY: 1000-97 SPECIAL INSTRUCTIONS:
	RESPONSE PREPARED BY: The The State (Date)
	TYPED BY: Name / Telephone / Date)
	PROOFREAD BY:
	RECORD OF INTERIM TELEPHONE RESPONSE
•	(You can buy yourself some additional time in preparing a written reply by telephoning the constituent, explaining what's happening, and indicating when he/she may expect a formal reply. Please fill this portion and mail back the green sheet to obtain an extension on your reply deadline.)
	Pletos
	Name of Person Called: Written follow-up will be prepared by:

TO SHERRY VARNER TOWNS-255

· I mit

From:

[Jeffrey Thornton <jeff1@pop.erols.com>

To:

Frederick Eisen <FEisen@sha.state.md.us>

Date:

1/8/98 7:28pm

Subject:

Re: Follow-up to 10/22/97 'e' mail

548

Yes, I received that E letter from Mr. Winstead
This is very good news, I will make a copy and dispense this information at
tonight civic ass. meeting.
Thank you

JeffAt 09:23 AM 1/8/98 -0500, you wrote: >Dear Mr. Thornton:

> I am contacting you in an attempt to verify that you received an 'E' >mail from David L. Winstead. The 'E' mail was forwrded to you towards >the end of October 1997. The message was in responce to your inquiry >to the Governor concerning the delay in constructing the noise barrier for >your community. Have you received the 'E' mail?

> As an update to the original 'E' mail we offer the following: The >contractor was issued a "Notice to Proceed" on December 22, you >should see construction within the next few weeks (weather permitting). >If you have any additional questions please 'E' mail me at >feisen@sha.state.md.us or call (410) 545-8598.

Thank you for your interest in our noise abatement program.

>Fred Eisen

>

Spicer In.

From:

Frederick Eisen

internet: jeff1@pop.erols.com

Date:

1/8/98 9:23am

Subject:

Follow-up to 10/22/97 'e' mail

Dear Mr. Thornton:

I am contacting you in an attempt to verify that you received an 'E' mail from David L. Winstead. The 'E' mail was forwrded to you towards the end of October 1997. The message was in responce to your inquiry to the Governor concerning the delay in constructing the noise barrier for your community. Have you received the 'E' mail?

As an update to the original 'E' mail we offer the following: The contractor was issued a "Notice to Proceed" on December 22, you should see construction within the next few weeks (weather permitting). If you have any additional questions please 'E' mail me at feisen@sha.state.md.us or call (410) 545-8598.

Thank you for your interest in our noise abatement program.

Fred Eisen

CC:

cadams, jhade, ptroll

Mail Envelope Info: (34B4E15F.283 : 2 : 10292)

Subject:

Follow-up to 10/22/97 'e' mail

Creation Date:

1/8/98 9:23am

From:

Frederick Eisen

Created By:

MDSHAHQ.SHADGN:FEisen

Recipients

Action

Date & Time

Post Office internet

jeff1

Post Office MDSHAHQ.SHADGN

Delivered

01/08/98 09:23am

cadams CC (Charles Adams)

jhade CC (Jim Hade)

ptroll CC (Philip Troll)

Delivered Route

internet

Pending

internet:pop.erols.

MDSHAHQ . SHADGN

Domain.Post Office

01/08/98 09:23am MDSHAHQ.SHADGN

Files

Size

Date & Time

**MESSAGE** 

783

01/08/98 09:23am

Options

Auto Delete:

Expiration Date: Notify Recipients:

Priority:

Reply Requested:

No

None

Yes

Normal

No

Return Notification::

None

Concealed Subject:

Security:

No

Normal

To Be Delivered:

Immediate

Status Tracking:

Delivered & Opened



Parris N. Glendening
Governor

Clovid I. Wineteed

David L. Winstead Secretary

John D. Porcari Deputy Secretary

September 9, 1997

551

Mr. Thomas M. Trauth
President
Riverview Manor Community Association
40 McPherson Road
Annapolis MD 21401

Dear Mr. Trauth

Thank you for sending me a copy of your recent letter to Senator Astle regarding noise abatement along US 50. I share your concern over the impact of highway noise on the residents of the Riverview Manor community in Anne Arundel County.

Your community was not previously eligible for a barrier because one could not have been built for a reasonable cost as defined in our prior noise policy. Since then the policy including the cost criterion has been revised. The State Highway Administration (SHA) is evaluating a number of communities to determine whether they are now eligible for sound barriers. Riverview Manor is one of those communities. We anticipate we will have this work completed this Fall, and an SHA representative will contact you once the results are available.

Again, thank you for your letter. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is 410-865-1000

TTY For the Deaf: (410) 865-1342

Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

Mr. Thomas M. Trauth Page Two

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA Ms. Claire DeBakey, Special Assistant to the Administrator, SHA Mr. James Hade, Noise Abatement Team Leader, SHA Noise Abatement Team, SHA

Drafted by: Philip Troll, OED/LAD/NAT

Revised by: Claire DeBakey

#1309

## RECEIVED



August 8, 1997

AUG 18 1897

SECRETARY DEPARTMENT OF TRANSPORTATION

The Honorable John C. Astle Presidential Wing James Senate Office Building Annapolis, MD 21401 PIESE PREPARE RESPONSE POE SECRETARY'S SIGNATURE

RE:

Sound Barriers - Riverview Manor Community, Anne Arundel County, MD

Dear Senator Astle:

In April 1997, our community was reevaluated to determine the need for sound barriers. The findings of this evaluation were published in The Wilson T. Ballard Company report prepared for the Maryland State Highway Administration dated May 1997, revised July 1997. Our community is designated as "Noise Sensitive Area C" of this report. The report concludes that the noise levels in our area approach and exceed 66 decibels, thereby meeting the noise level criteria needed for our community to be eligible for sound barriers. It should be noted that this study was performed during the month of April between the hours of 9:00 a.m. and 1:00 a.m. These readings do not reflect the increased noise pollution caused by rush hour traffic or the weekend beach traffic traveling Rt. 50 between the months of May and September.

Senator Astle, it is my understanding that you are willing to write a joint letter with Delegates Bissett, Busch and Clagett on our behalf in this regard. Our community has lost some of its oldest homes and residents due to the widening of Rt. 50. We have endured added noise and air pollution as well as an unsightly view of the highway from Riverview Avenue. Based on the findings of this report and the negative effect of widening Rt. 50 on our neighborhood, we would appreciate your assistance in our urgent request that Riverview Manor be given priority status for sound barriers.

Thank you.

CC:

Sincerely,

Thomas M. Trauth

President, Riverview Manor Community Association

David L. Winstead, Sceretary Department of Transportation Parker Williams, Administrator of MSHA Charlie Adams, Director of Environmental Design

#### NOISE INQUIRY CHECKLIST

DATE 6/10/97		FILE? Y/N
CUSTOMER ID. ##/ /2	69 RECEI	VED BY Randy Paugh D.
NAME Sushil	Varma	
address 9800	Ashburton have	
	(include z	ip code)
DAY TELEPHONE	301-894-5044	(WORK / HOME)
OTHER TELEPHONE		<u> </u>
*** ]	NQUIRY INFORMATION S	UMMARY ***
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COMMUNITY / AREA NAM	111 . ( )	a?
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	*** REFERENCE FILES	***
Re: Walf Kolis - 2	T.M.Y.	



## Maryland Department of Transportation State Highway Administration

David L. Winstead Secretary

Parker F. Williams
Administrator

556

September 16, 1997

Ms. Kathy Villani-McGainey 901 Essex Square Baltimore, MD 21221

Dear Ms. Villani-McGainey:

I am writing to you as a follow-up to our recent meeting held at your home regarding the pending highway noise studies for your neighborhood. I have enclosed a summary of our discussions and my understanding of the issues and your concerns. Also, I've outlined our proposed measurement strategy along with a plan showing the proposed testing sites as we discussed.

Please review the information and let me know if you have any clarifications or additions. It was a pleasure to meet with you, and I look forward to our continuing cooperation in completing the studies. Please feel free to contact me, if you have any questions in the meantime.

Sincerely,

Kenneth D. Polcak

Environmental Specialist Noise Abatement Design and Analysis Team

Enclosure

Mr. Charles B. Adams

Mr. James D. Hade

Ms. Linda Singer

Mr. Dave Malkowski

My telephone number is \_\_\_\_\_

**September 16, 1997** 

551

Meeting Date:

September 11, 1997

Location:

901 Essex Square

Home of Ms. Kathy Villani-McGainey

Participants:

Ken Polcak - Noise Abatement Design and Analysis Team

Maryland State Highway Administration (SHA)

Office of Environmental Design

707 North Calvert St. C-305 Balto., MD 21202

Ms. Kathy Villani-McGainey -

901 Essex Square Baltimore, MD 21221

A meeting was held to discuss the issue of highway traffic noise in the area of Essex Road and Essex Square, located along the eastbound side of MD 702, east of the connection with the outer loop of the Baltimore Beltway (I-695) (also called the Windlass Freeway) and Mace Avenue. In addition, a discussion was held regarding plans for additional noise testing in the area. SHA and possibly consultant staff will be used in the noise testing program.

The last noise testing performed in the neighborhood occurred approximately one year ago (September/October, 1996) and involved measurement of the noise level for 24-hours in the front yard of Ms. McGainey's home. The results of that testing were discussed; noise levels from the highway were found to be below the 66 decibel (dBA) impact threshold, however, because of the noise meter location, influence from local street traffic was suspected during some test intervals. An explanation was given on how the analysis of the data is conducted using both the average (Leq) level and the peak noise (Lmax), along with typical trends seen in highway noise data. Only Ms. McGainey's home was tested in the initial study in 1996.

It was noted on the field visit that traffic on the ramp from the Windlass Freeway to eastbound MD 702 (closest to the community) was somewhat intermittent. Also, pass-bys of large trucks on the "flyover" ramp to the Beltway, and occasional bouncing of large trucks on the highway bridges in the area were reported as discernible individual events. These conditions were specifically cited by Ms. McGainey as an additional source of annoyance. A tour of the highway network was driven by the author following the field meeting and notes taken on possible sources of noise from pavement irregularities. The irregularities found appeared to be minor. Also, no "vehicle incidents" were noted during the approximate 20-minute observation period.

The ongoing reevaluation of SHA's noise policy was also discussed. Assessment of Ms. McGainey's neighborhood for eligibility for a noise barrier will be based on the revised policy and criteria. It was reported to Ms. McGainey that the revisions to the policy and criteria have made it somewhat "more inclusive", meaning that the noise level threshold has been reduced to 66 dBA, and the noise barrier cost limit has been raised to \$50,000 per residence.

It was agreed that an updated 24-hour noise measurement will be conducted at Ms. McGainey's home at a location away from the local street, and additional short-term (20-30 minute duration) testing will be conducted at representative locations indicated on the attached drawing/plan labeled Exhibit 1. As the studies progress, testing sites (in addition to those shown on Exhibit 1) may be added if deemed necessary to accurately establish the extent of noise impact. The short-term measurements will be made simultaneously with the 24-hour test. Any necessary adjustments to the short-term test results will be

#### **MEETING MEMORANDUM**

Meeting Date: September 11, 1997

#### September 16, 1997

applied to assure that peak hour noise conditions are considered. These results will be used to determine the extent of noise impact in the subject community (i.e. which homes and how many have noise levels at or above 66 dBA). Ultimately, SHA will then determine if a noise barrier project would be warranted; if so, the dimensional requirements (length and height) and related costs for a possible noise barrier to provide substantial noise reduction at all identified impacted homes would then be determined. These factors of impact, potential effectiveness, and cost all must be weighed against the new revised noise policy.

Discussion also touched on the effects of vegetation (leaves on the trees, etc.) on area noise levels. A copy of an SHA-produced "fact sheet" that discusses the effect of trees and other vegetation on noise propagation was provided to Ms. McGainey. A copy is attached as Exhibit 2.

Specific locations to be included in the study to update noise levels are shown on Exhibit 1. The following presents the proposed steps and sequence of events for noise measurements in the Essex Square / Essex Avenue area:

- conduct 24-hour noise measurement at 901 Essex Square (McGainey residence).
- additional short-term measurements will be made at the end of Essex Ave. and other locations (as shown on Exhibit 1) during a time period of the day when noise levels are determined to be at their highest (based on the 24-hour measurement) and with the concurrence of Ms. McGainey. This will be done to determine the extent of noise impact for the rest of the homes in the community. Note that additional short-term testing sites may be added if deemed necessary.
- noise testing will also be conducted at other selected locations along MD 702 in the area between Mace Ave. and Eastern Blvd. to determine average noise levels due to traffic on MD 702. These locations are shown on the map labeled as Exhibit 3. These measurements will be used in an initial screening of the remainder of the MD 702 corridor as shown, though the main focus of the study remains the Essex Ave./Essex Square community. Extra short-term testing sites may also be added if deemed necessary.
- a complete report will be provided to Ms. McGainey outlining the procedures, rationale, and results of
  the studies and analysis work described in this memo. Previous measurement data will also be
  included for comparison purposes.
- following the measurement studies, if warranted, a preliminary assessment of noise barrier effectiveness and cost will be conducted. A separate report documenting the noise barrier assessment would then be issued.

Finally, the schedule for commencement of testing is set for the week of September 22, 1997, weather pending. Should prevailing conditions related to wind or precipitation be outside the parameters of accepted practice, testing will be postponed to the next available day.

Coordination and dialogue will be maintained between SHA and Ms. McGainey throughout the duration of this project.

prepared by:

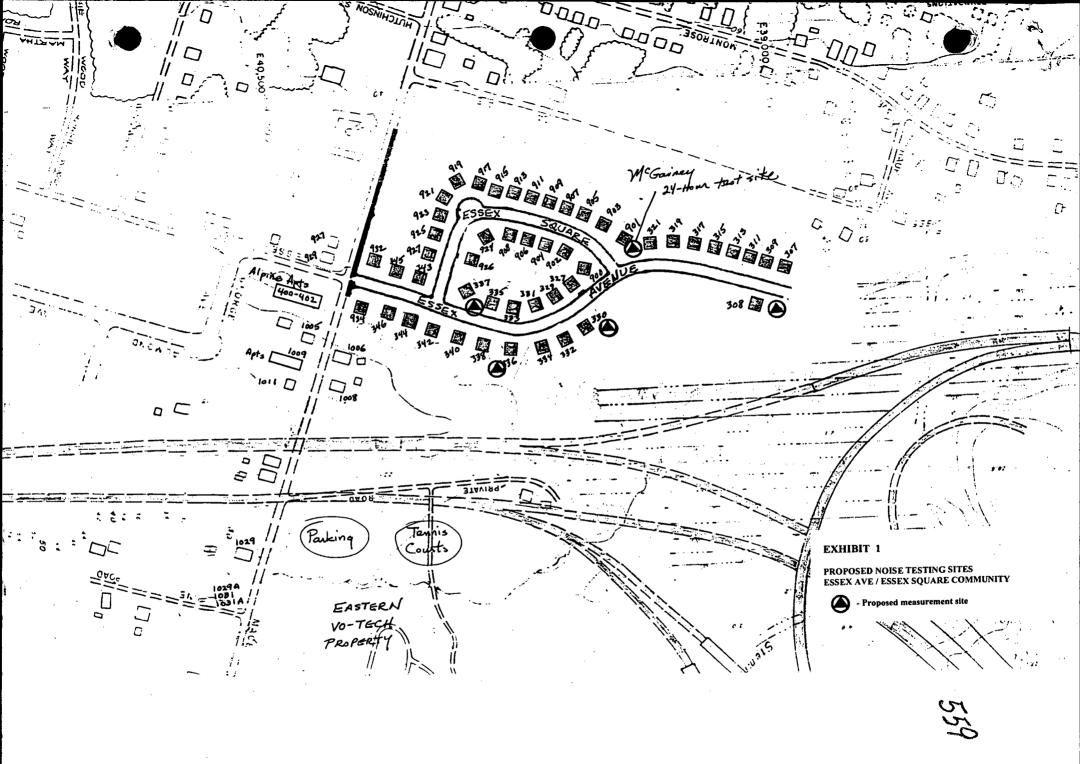
Ken Polcak

Noise Abatement Design and Analysis Team

Office of Environmental Design

(410) 545-8601





## FACT SHEET VEGETATION AND HIGHWAY NOISE

Question: Can vegetation such as trees, shrubs, tall grass, and

other plants be effective in reducing highway traffic

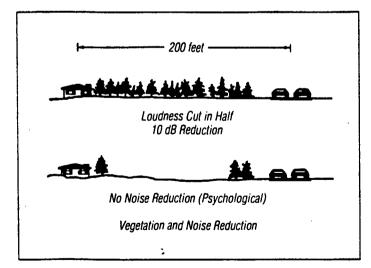
noise?

Answer: Yes, and No.

Effective reduction of highway traffic noise means reduction that is perceived by the recipient as substantial. A reduction of less than 3 decibels (dBA) is generally not discernable by the average person. A reduction in noise level of 5 dBA is noticeable; a 10 dBA reduction is generally perceived as cutting the loudness of the noise in half and is usually considered a substantial reduction.

Research has shown that a 5 dBA reduction in noise can result from a stand of vegetation 100 feet wide, up to a maximum reduction of 10 dBA from a stand at least 200 feet wide (as illustrated below). In addition, the following features must also exist:

- a mixture of low growth (shrubs, bushes, etc.) and tall mature trees of sufficient density so the highway cannot be seen. The low growth affects sound waves close to the ground, and the tall trees affect the sound waves higher above the ground;
- tree height is at least 15 feet above the line-of-sight (straight-line view between the houses and the highway):
- a reasonable mixture of deciduous and evergreen plants to maximize accustical effectiveness in both winter and summer.

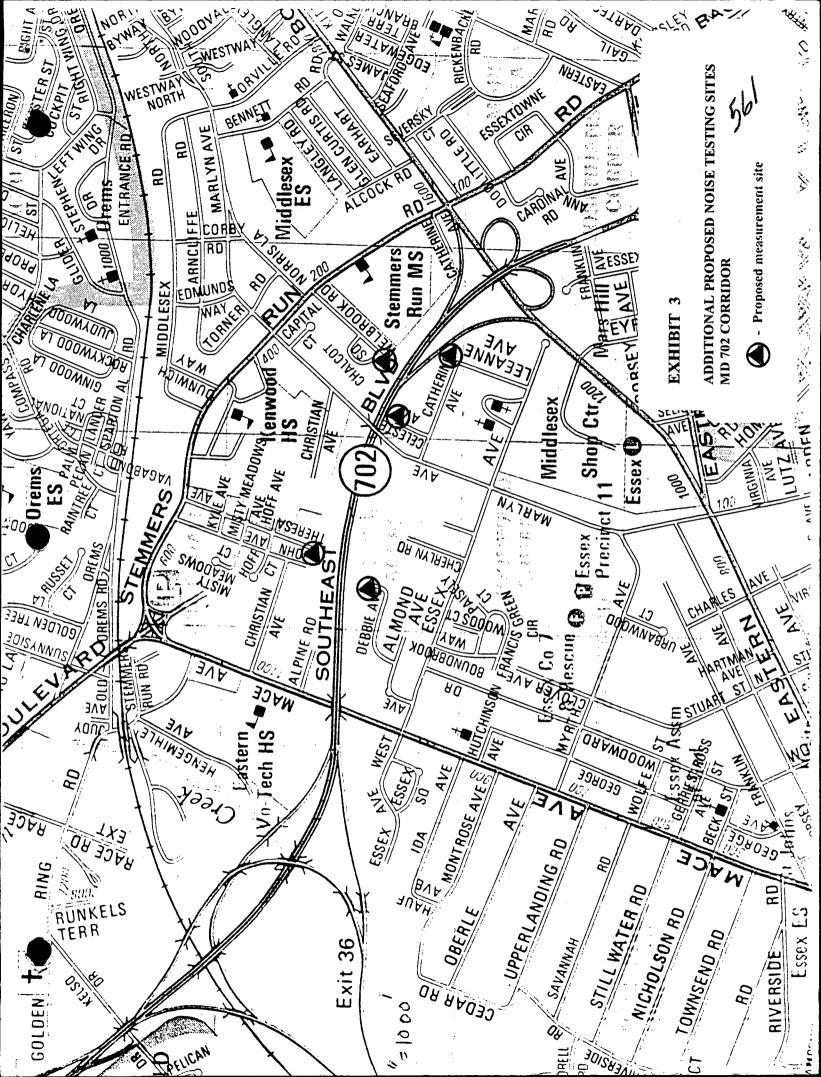


These types of vegetated areas are typically natural (not man-made) features. Such features are impractical to create or replace, requiring major expenditures and long lead times for the full screening and/or acoustical benefits to be realized. These natural buffer zones should be preserved whenever possible.

In practical terms, one or more rows of trees planted along a highway offer more of a psychological benefit (the "out-of-sight, out-of-mind" phenomena) than substantial noise reduction. Some reduction in the range of 2-3 dBA may be obtained from evergreen plantings if they

are sufficiently dense and high enough to affect both low and high elevation sound paths. This reduction is however, negligible from an acoustical standpoint.

The reason for the 10 dBA noise reduction limit is that some sound paths which pass over the tops of the trees are frequently scattered or bent back down to the ground by wind and temperature conditions. These paths of sound are unaffected by the trees and contribute to some degree to the overall noise level. Ultimately, this results in a "lower limit" to the total sound reduction that can be realized from the vegetated area.





### Maryland Department of Transportation

The Secretary's Office



Parris N. Glendening Governor David L. Winstead Secretary John D. Porcari Deputy Secretary

October 30, 1997

Mr. Frank Vispo 6024 Auth Road Camp Springs MD 20746

Dear Mr. Vispo:

Thank you for your recent letter to Senator Barbara Mikulski regarding highway traffic noise along I-495 in the Camp Springs area of Prince George's County. Senator Mikulski received your letter and asked me to respond directly to you.

Your community was not previously eligible for a barrier because one could not have been built for a reasonable cost as defined in our prior noise policy. Since then the policy including the cost criterion has been revised. The State Highway Administration (SHA) is evaluating a number of communities to determine whether they are now eligible for sound barriers; yours is one of those communities. We anticipate we will have this work completed this Fall, and an SHA representative will contact you once the results are available.

Again, thank you for your letter. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead

Secretary

cc: The Honorable Barbara A. Mikulski, Member, United States Senate
Mr. Charles B. Adams, Director of Environmental Design, State Highway

Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

Mr. Frank Vispo Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. John Lewis, Jr., State Legislative Officer, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Mr. Charlie Watkins, District 3 Engineer, State Highway Administration

Drafted by: Mr. Philip Troll, OED/LAD/NAT -- October 20, 1997 -- Serial #9394

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564

FRANK VISPO 6024 AUTH ROAD CAMP SPRINGS MD. 20746

THE HONORABLE BARBARA A. MIKULSKI THE UNITED STATES SENATE WASHINGTON, D.C. 20510

DEAR SENATOR,

THIS IS A REQUEST FOR YOUR AFFIRMATIVE ACTION TO HAVE THE STATE OF MARYLAND BUILD AN EVIRONMENTAL NOISE BARRIER ALONG INTERSTATE 95/INTERSTATE 495 WHICH IS AJACENT TO MY PROPERTY.

OVER THE YEARS THE COMERCIAL TRUCK TRAFFIC HAS INCREASED EXPONENTIALLY, ALONG WITH COMPLETELY UNREGULATED ENVIORMENTAL NOISE POLUTION. THE ENVIRONMENTAL NOISE POLUTION LEVEL AT THIS LOCATION AVERAGES AND EXCEEDS 120 DB. CONTINUOUSLY EVERY DAY. THE ENVIRONMENTAL NOISE POLUTION HAS REACHED AN INTOLERABLE LEVEL AND INCREASES DAILY AS THE COMERCIAL TRUCK TRAFFIC IS PERMITED TO OPERATE WITH COMPLETE/ABOSLUTELY NO RESPONSIBILITY. THEREFORE, THIS IS AN URGENT REQUEST FOR YOUR PARTICIPATION IN HAVING AN ENVIORNMENTAL NOISE BARRIER CONSTRUCTED ALONG INTERSTATE 95/INTERSTATE 495 TO BUFFER SOME OF THE OBTRUSIVE AND EXCESSIVE NOISE POLUTION AT THIS LOCATION.

SINCERELY,

FRANK VISPO

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BARBARA A. MIKULSKI MARYLAND

COMMITTEES:

APPROPRIATIONS

Labor and Liuman Recources

United States Senate

WASHINGTON, DC 20510-2003

RECEIVED

October 3, 0139710 1997 9394

The Honorable David Winstead SECRETARY DEPARTMENT
Secretary
Maryland Department of Transportation
P.O. Box 7966
BWI Airport, Maryland 21240

Dear Secretary Winstead:

Attached, you will find a letter from our constituent, Frank Vispo, concerning the need for a noise barrier along interstate 95.

As matters of this nature do not lie within federal jurisdiction, I am forwarding the attached for your attention. Please respond directly to Mr. Vispo.

Thank you in advance for your prompt consideration of his request.

Sincerely,

Barbara A. Mikuleki United Systes Senator

RAM:md

Enclosure

Please Prepare Response For Secretary's Standard Achardely! Sunder

IN REPLY PLAST REFER
TO OFFICE INDICATED.
WORLD TRACE CENTER. SUITE 259
401 E. PRATT STREET
BALTIMORE, MD 21202-3099
14101 982-4510
VEX.CETIDO: 44 TO 982-4512

60 West Street, Suite 102 Annapous Mio 24401-2440 64101 203-1605 Baltimore: (410) 268-1680

2958 BALTIMORE AVENUE, SUTTE 208
COULSE PARK, MD 2D740-1346

94 WEST WASHINGTON STREET
HAGERSTOWN, MO 21748
(201) 297-2826

EAUSEURY, MO 21807-2403
CA103 866-7711



## Maryland Department of Transportation State Highway Administration

Slob

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams Administrator

September 4, 1997

Tearry.
FYI.
Phil/Faed/Jim

Mr. Frank Vispo 6024 Auth Road Camp Springs, MD 20746

Dear Mr. Vispo:

I am enclosing a copy of the report on highway traffic noise level measurements recently completed in your neighborhood adjacent to the Capital Beltway I-495/95. The report summarizes the results and analysis procedures, and includes an extensive appendix. The appendix contains the actual data printouts from the monitoring devices, site diagrams, and photos showing where the noise measurements were taken.

As you may remember from prior correspondence, there are a number of communities identified in Prince George's County that are being reevaluated for eligibility for noise barriers in light of the new noise policy. The data we have provided here will be used as part of the ongoing reevaluation of your community. We will continue to keep you updated periodically on our progress.

If you have any questions or comments on the information contained in the enclosed report, please feel free to call me at (410) 545-8601.

Sincerely,

Kenneth D. Polcak

Noise Abatement Design and Analysis Team

**Enclosures** 

Noise Abatement Team

## Maryland Department of Transportation

The Secretary's Office

July 22, 1997

568

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

Mr. Frank Vispo 6024 Auth Road Camp Springs MD 20746

Dear Mr. Vispo:

Thank you for your recent letters to Governor Glendening and State Highway Administrator Parker F. Williams regarding highway traffic noise along I-495 in the Camp Springs area of Prince George's County. I certainly appreciate your concern and want to give you an update on the progress of our work on this issue as it relates to your area.

A noise level evaluation was conducted a number of years ago and at that time a noise barrier was not justified based on our cost criteria. Our policy for sound barriers has undergone a number of revisions which could potentially affect the eligibility of some communities which did not qualify under the previous policy. A new analysis will be initiated, the details of which will be discussed and coordinated with you by the State Highway Administration (SHA) staff.

There are a number of communities identified in Prince George's County that continue to be affected by traffic noise. We are reevaluating all communities that did not previously qualify for noise barriers, with the intent to assess these areas under the new policy. We anticipate the analyses and review will be completed by the Fall of this year, at which time we will contact you with the results.

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need any additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

The Honorable Kathleen Kennedy-Townsend, Lt. Governor, State of Maryland Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is (410)-

TTY For the Deaf: (410) 865-1342

Mr. Frank Vispo Page Two

bcc: Mr. James D. Hade, Team Leader, Noise Abatement Team, State Highway Administration

Mr. Kenneth D. Polcak, Noise Abatement Team, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

ALBERT R. WYNN
4TH DISTRICT, MARYLAND

DEPUTY DEMOCRATIC WHIP

COMMITTEE

COMMERCE

TELECOMMUNICATIONS, TRADE AND CONSUMER PROTECTION

**ENERGY AND POWER** 



570

WASHINGTON OFFICE

☐ 407 CANNON HOUSE OFFICE BLDG. WASHINGTON, DC 20515-2004 (202) 225-8699 Web site: http://www.house.gov/wynn/

#### DISTRICT OFFICES

- 9200 Basil Court, #316 Springdale, MD 20774 (301) 773-4094
- 8601 GEORGIA AVENUE, #201
   SILVER SPRING, MD 20910
   (301) 588-7328
- OXDN HILL ROAD
  OXDN HILL, MD 20745
  (301) 839-5570

#### **CONGRESS OF THE UNITED STATES**

HOUSE OF REPRESENTATIVES WASHINGTON, DC 20515–2004 August 13, 1997

Mr. Charlie Adams
Director of Environmental Design
Maryland State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Adams:



Enclosed please find a letter I received from one of my constituents, Mr. Frank Vispo, expressing his concerns about noise along I-95/I-495 near Auth Road in Camp Springs, Maryland. It is his contention that the noise pollution level in this area exceeds 120 decibels each day.

I am sure you would agree that excessive noise at homes near the Beltway can be a serious problem for residents. I would like to ask you to investigate Mr. Vispo's concerns to determine if a sound barrier is needed at this location, and if so, please advise me of the steps necessary to begin the construction of a barrier.

If you have any questions, please feel free to contact my Legislative Director, Claudia Arko, at (202) 225-8699. Thank you for your time and attention to this matter.

Sincerely,

Albert R. Wynn,

Member of Congress

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JUL 14 1997

A Record of Street and

FRANK VISPO 6024 AUTH ROAD CAMP SPRINGS MD. 20746 JULY 2, 1997

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THE HONORABLE ALBERT RUSSELL WYNN THE HOUSE OF REPRESENTATIVES WASHINGTON, D.C. 20510

DEAR CONGRESSMAN,

THIS IS A REQUEST FOR YOUR AFFIRMATIVE ACTION TO HAVE THE STATE GF MARYLAND BUILD AN EVIRONMENTAL NOISE BARRIER ALONG INTERSTATE 95/INTERSTATE 495 WHICH IS AJACENT TO MY PROPERTY.

OVER THE YEARS THE COMERCIAL TRUCK TRAFFIC HAS INCREASED EXPONENTIALLY, ALONG WITH COMPLETELY UNREGULATED ENVIRONMENTAL NOISE POLUTION, THE ENVIRONMENTAL NOISE POLUTION LEVEL AT THIS LOCATION AVERAGES AND EXCEEDS 120 DB. CONTINUOUSLY EVERY DAY.

THE ENVIRONMENTAL NOISE POLUTION HAS REACHED AN INTOLERABLE LEVEL AND INCREASES DAILY AS THE COMERCIAL TRUCK TRAFFIC IS PERMITED TO OPERATE WITH COMPLETE/ABOSLUTELY NO RESPONSIBILITY. THEREFORE, THIS IS AN URGENT REQUEST FOR YOUR PARTICIPATION IN HAVING AN ENVIRONMENTAL NOISE BARRIER CONSTRUCTED ALONG INTERSTATE 95/INTERSTATE 495 TO BUFFER SOME OF THE OBTRUSIVE AND EXCESSIVE NOISE FOLUTION AT THIS LOCATION.

FRANK VISPO

The Honorable Albert R. Wynn 407 Cannon House Office Building Washington DC 20515-2004

Dear Representative Wynn:

Thank you for your recent letter regarding Mr. Frank Vispo's concerns about highway traffic noise along I-495 in the Camp Springs area of Prince George's County. I share your concern over the impact of highway noise on the quality of life enjoyed by your constituents.

A noise level re-evaluation was conducted in Mr. Vispo's community in July. The initial steps in processing the raw data of these analyses have been performed. The analysis process should be completed within a month and a State Highway Administration (SHA) representative will contact you and Mr. Vispo with the results.

A number of communities that experience traffic noise impacts similar to the Camp Springs area are presently being evaluated and reviewed by SHA. Once these analyses are finished, a priority list will be established for those communities where noise barriers are determined to be warranted. We anticipate that this review will be concluded by the end of this summer and we will contact you with the results as they become available.

Thank you for your interest in this issue. In the meantime, if you should have any other questions or concerns on this matter, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

Parker F. Williams Administrator

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Frank Vispo Page Two



bcc: Mr. James D. Hade, Team Leader, Noise Abatement Team, State Highway

Administration

Noise Abatement Team

Drafted by: Philip Troll, OED/LAD/NAT -- August 25, 1997

D:\CORRESP\1997\DRAFTS\WYNN0813.PFW 08/25/97 2:23 PM



The Secretary's Office

Parris N. Glendening Governor David L. Winstead Secretary John D. Porcari Deputy Secretary

July 22, 1997

Mr. George E. Ward, III 14 Second Street Annapolis MD 21401

Also 3620 Birdsville Road (1.900.446-5962)

Davidsonville, MD

HD. 498-1993 Charlie Hundred to call (425)

Dear Mr. Ward:

Thank you for your recent letter to Governor Glendening regarding noise originating from US 50. The Governor asked me to respond on his behalf.

The funds allocated by the Federal Highway Administration to the State for highway construction are not restricted specifically to the noise abatement program. Each state must determine how to best spend these Federal dollars. The State Highway Administration (SHA) works closely with the counties in this regard to develop project priorities. The recent decision to appropriate funds for noise barrier construction is for projects which were identified long ago as qualifying under the SHA's noise policy. Until now, funding was not available.

A provision of SHA's noise policy requires that each community in a project area must have predated the Federal approval for the location and design of the highway project. In a letter to you dated December 4, 1997, Mr. Charles B. Adams, Director of SHA's Office of Environmental Design, explained that the Greenwood Acres community did not meet this policy criterion. The developer was also notified of this fact. Although it may appear the noise wall in this area is not complete because a gap exists at your community, in reality, the project is complete and consists of two separate barriers which were built to protect eligible communities.

You noted the speed limit on US 50 had been increased to 65 mph. When the environmental studies were performed, the predicted noise levels were based on a vehicle speed of 65 mph. In general, the increase in noise between 55 mph and 65 mph is negligible.

The noise policy is currently undergoing a re-evaluation to determine if it is still appropriate to meet today's traffic conditions and environmental concerns. The Greenwood Acres community will be reviewed in light of any policy changes. This analysis will be completed by early Fall, at which time you will be notified of the results.

865-1000

George III

3620 Birdsville Ro

3620 Birdsville Ro

Pavidson ville

1400 - 5962

Pavidson ville

Pavidson ville

Charlie attempting to call (4/25)

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Adams, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. George E. Ward, III Page Three

bcc: Mr. Paul Armstrong, District Engineer, SHA
Mr. James Hade, Environmental Design, SHA



### Maryland Department of Transportation State Highway Administration

578

O. James Lighthizer Secretary Hal Kassoff Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION 136 DEFENSE HIGHWAY ANNAPOLIS, MARYLAND 21401

Joseph Geckle
Project Engineer
MD State Highway Admin.
AA-315-502-572
January 14, 1994

Greenwood Acres
Project Manager
Gene Gogolinski)

Please be advised that there are no plans to construct a noise abatement wall system for the community of Greenwood Acres, currently under construction, on second street in Anne Arundel County. A section of the noise abatement wall system for the existing community of North River Forest shall extend approximately 300 feet east of South Haven Road. This wall however is neither designed nor anticipated to provide any noise abatement for the Greenwood Acres community. Plans for the noise barrier systems currently under construction may be reviewed at our field office on Harry Truman Parkway.

Sincerely,

Joseph Geckle

cc: F.Eisen - Hwy. design B.Davitt - Area Eng.

4108P.3/43;# 3/ 4

6-1101 26 '97 02:58PM SHA ADMINISTRATOR 410 333 1586

borners in the Greenwood Acres Committee in

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### RECEIVED

JUN 2 5 1997

RECEIVED

June 21, 1997.

DEPUTY SECRETARY

JUN 23 1997

GOVERNOR'S OFFICE

Honorable Parris N. Glendening Governor, State Of Maryland 100 State Circle Annapolis, Maryland 21401

Dear Governor:

I have just one question and I hope you will address the problem yourself and not just shift gears and send me down the administration line. I understand that money has become available through the federal government for the construction of sound barrier walls. I would assume that the restrictions form the federal government for the sound barriers are that funds be used on new projects. While this may be so, there is still an unfinished sound barrier wall on Rt# 50 west bound, just west on Rt# 97 Anne Arundel County. The sound barrier wall is just short 1/10 of a mile of being completed. The wall was started then stopped with a 1/10 of a mile gap and then started once again, stopping some two miles further west at the south river. The State Roads Commission has given me detailed information as to why the project was not completed. But one thing remains, it appears that this current administration is responsible for this blunder and not the last to the public. The first words from people are why wasn't the sound barrier wall completed. And the next words are I guess this is another one of the administrations projects not completed.

The residents of Anne Arundel County observed on television that the state had received money for such projects but as usual the money was shifted to other counties. As you have raised the speed limit to 65 MPH the noise level in our community has become almost unbearable. If your people are listening, it would be even a greater news media event if this administration would finish this project, and have a dedication, plus post a sign to finish this project, and have a dedication, plus post a sign to tell the thousands of vehicles that pass by this area that the Governor is concerned not only allowing a higher speed limit but to protect communities such as the Greenwood Acres that border the highways. I know that our former Governor would not pass up a news media event like this. Just think of the mileage one could get from this. One thing is for sure, all the help one can get for the next four years is important. The residents of Anne

Arundel County would realize that not all the money is being sent to other counties. The community of Greenwood Acres would be indebted to you for ever and the thousands of everyday motorists would see some good coming from this administration. Please help us with our 1/10 of a mile noise barrier problem.

George & Celar

Géorge E. Ward 14 Second Street

Annapolis, Md 21401

58<sup>0</sup>

Mr. John B. Watkins 8308 Carrbridge Circle Baltimore MD 21204

Dear Mr. Watkins:

Thank you for your letter relating your continuing concerns with the design and construction of noise barriers along the Baltimore Beltway, between Joppa and Thornton Roads in Baltimore, County. Let me clarify some of the confusion over the length of barrier required to protect impacted homes in Village Green and how this relates to the Trinity Church.

There have been concerns raised that the State has made an agreement with the Trinity Church to shorten the noise barrier because the church does not want the barrier to block the view to the church from the beltway. This is not true. In relationship to the Trinity Church property, the barrier will only be long enough to provide the protection needed.

State Highway Administration (SHA) representatives have met with your community and heard your concerns. This input is helping us to finalize the barrier options for your community. SHA is planning to hold a follow-up informational meeting on this project in July. The design phase for this barrier is scheduled to be completed in November with construction of the project beginning in the Spring of 1998 Construction should take about a year and a half to complete.

Thank you for your continuing interest in this project. If you should have any further questions or concerns, call Mr. Charles Adams, SHA's Director of Environmental Design at (410) 545-8640.

Sincerely,

David L. Winstead Secretary ·

Mr. Charles B. Adams, Director of Environmental Design, State Highway cc: Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

bcc: Noise Abatement Team File, State Highway Administration

prepared by: P. Troll - 06/26/97

N:\OED\NOISE\CORRESP\1997\WATKINS.DLW

583 Druft June 30# 97

Mr. John B. Watkins 8308 Carrbridge Circle Baltimore MD 21204

Dear Mr. Watkins:

cc:

Thank you for your letter relating your continuing concerns with the design and construction of noise barriers along the Baltimore Beltway, between Joppa and Thornton Roads in Baltimore, County. Let me clarify some of the confusion over the length of barrier required to protect impacted homes in Village Green and how this relates to the Trinity Church.

There have been concerns raised that the State has made an agreement with the Trinity Church to shorten the noise barrier because the church does not want the barrier to block the view to the church from the beltway. This is not true. In relationship to the Trinity Church property, the barrier will only be long enough to provide the protection needed.

The input we have received from you and your fellow concerned citizens is helping us to finalize the barrier options for your community. The active participation of communities enables us to work together to improve the quality of life for our fellow citizens for today and in the future. The State Highway Administration (SHA) is planning on holding a follow-up informational meeting on this project in July. The design phase for this barrier is scheduled to be completed in November with construction of the project beginning in the Spring of 1998 Construction should take about a year and a half to complete.

Thank you for your continuing interest in this project. If you should have any further questions or concerns, call Mr. Charles Adams, SHA's Director of Environmental Design at (410) 545-8640.

Sincerely,

David L. Winstead Secretary

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

594 Droft 6.26.91

Mr. John B. Watkins 8308 Carrbridge Circle Baltimore MD 21204

Dear Mr. Watkins:

Thank you for your letter relating your continuing concerns with the design and construction of noise barriers along the Baltimore Beltway, between Joppa and Thornton Roads in Baltimore, County.

The first issue is the length of barrier which would be required to protect impacted homes in Village Green and how this relates to the Trinity Church. Sound barriers are designed to provide protection to exterior noise-sensitive land uses, such as residences or schools. Where such a use is not present, we consider the degree to which highway noise affects interior uses of buildings. In the case of the Village Green area, the limits of the sound barrier presented at the April 17 community meeting were based upon protecting those residences which would experience noise levels of 66 decibels or greater in the year 2020.

It is important to note that this sound barrier project involves the advance construction of barriers, based upon the State's plans for future expansion of this section of the beltway. Noise level impact is therefore based upon projected noise levels from the number of lanes that will exist on the highway in a design year in the future and the amount of traffic that these lanes will carry. Existing noise levels are measured to give us an idea of the extent of impact today and to help us calibrate the computer model which we use to predict future noise levels. This sound barrier will be designed to extend far enough along the highway to meet our noise reduction goals. In relationship to the Trinity Church property, the barrier will only be long enough to provide the protection needed.

There have been concerns raised that the State has made an agreement with the Trinity Church to shorten the sound barrier because the church does not want the barrier to block the view to the church from the beltway. This is not true. The preliminary design was based upon the length needed to protect the residences in Village Green that were identified as being impacted. The preliminary design information presented at the first community meeting did not show any noise reduction at the Trinity Church because we did not identify this location as having an exterior noise-sensitive use. There have been no exceptions made for any other houses of worship. Decisions to provide sound barriers in other areas have been based upon the presence of exterior noise-sensitive uses and the property owner's desire for the noise wall.

Mr. John B. Watkins Page Two

The design for the barrier is underway and is scheduled to be completed in November. Construction of the project should begin in the Spring of 1998 and take about a year and a half to complete.

Thank you for your continuing interest in this project. I hope this information helps to clarify some of the confusion. If you should have any further questions or concerns, call Mr. Charles Adams, SHA's Director of Environmental Design at (410) 545-8640.

Sincerely,

David L. Winstead Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration



John B. Watkins

8308 Carbridge Circle Baltimore, Maryland 21204 (410) 321-1591

JUN 26 1997

April 18, 1997

RECEIVED

APR 21 1997 7532

SECRETARY DEPARTMENT OF TRANSPORTATION

POR SEMESTARY'S SIGNATURE
CO. Legler

LANDSCAPE ARCHITECTURE DIVISION

Secretary David L. Winstead
Maryland Department of Transportation
P.O. Box 8755
BWI Airport
Baltimore, Maryland 21240-0755

Dear Mr. Winstead:

I am writing to express my continuing concern and frustration with the inexcusable delay in the design and construction of noise barriers along I-95/I-83 between Thornton Road and Joppa Road in Baltimore, County. I attended a meeting last night at Riderwood Elementary School relating to the current status of this project. We in the Village Green community simply will not tolerate any further delays in this funded project. We urge you to do everything in your power to expedite matters.

Secondly, I was shocked to learn that the current plan provides for no noise barriers between the Beltway and the Trinity Church (including its parking lot). Such a design would substantially reduce the benefit to our community of the noise barriers. There were reports at last night's meeting that the Trinity Church wants the "impressive size" of its building and huge parking lot visible from the Beltway. If true, this is outrageous. Our community already has had to endure the additional Beltway noise caused by the loss of trees when the Trinity Church expanded its parking lot a few years ago. Now, perhaps due to the Trinity Church's opposition and influence with political leaders, we may not have the benefit of noise barriers that almost everyone else along the Beltway seems to have.

I ask that you respond specifically to the concerns raised in this letter and provide a projected schedule for the completion of the design and construction of the noise barriers.

yery truly yours,

John B. Watkins

cc: The Honorable Barbara A. Hoffman

#### MARYLAND DEPARTMENT OF TRANSPORTATION THE SECRETARY'S OFFICE REQUEST FOR PREPARATION OF CORRESPONDENCE

	LOG DATE: 04/21/97 /slv SERTAL#: 753
0:	WILLIAMS DATE: 04/23/9
ROM:	Watkin, John 04/18/97
E: C	ONCERN AND FRUSTRATION WITH INEXCUSABLE DELAY RESPOND BY: 04/30/9 N THE DESIGN/CONSTRCUTION OF SOUND BARRIERS 195
	[X] PREPARE RESPONSE FOR SECRETARY'S SIGNATURE [] PREPARE RESPONSE FOR SECRETARY'S SIGNATURE ON BEHALF OF GOVERNOR (Note Governor as cc) [] REPLY DIRECTLY, ACKNOWLEDGING SECRETARY'S RECEIPT, SHOW CC TO SECRETARY [] PREPARE RESPONSE FOR GOVERNOR'S SIGNATURE [] PLEASE HANDLE AS APPROPRIATE
	FOR USE BY RESPONSIBLE UNIT
	ASSIGNED TO:
•	RESPONSE PREPARED BY:
	(Name / Telephone / Date)
·	TYPED BY: PROOFREAD BY:
	RECORD OF INTERIM L'ELEPHONE RESPONSE
	(You can buy yourself some additional time in preparing a written reply by telephoning the constituent, explaining what's happening, and indicating when he/she may expect a formal reply. Please fill this portion and mail back the yellow sheet to obtain an extension on your reply deadline.)
	Name of Person Called: Date:
	Written follow-up will be prepared by:



### Maryland Department of Transportation

The Secretary's Office



Parris N. Glendening Governor David L. Winstead Secretary Thomas L. Osborne Deputy Secretary

February 24, 1997

Mr. John B. Watkins 8308 Carrbridge Circle Baltimore MD 21204

Dear Mr. Watkins:

Thank you for your letter about the design and construction of noise barriers along the Baltimore Beltway, I-695, between Joppa and Thornton Roads. I appreciate the opportunity to respond to your concerns.

The design for these barriers is underway and is on schedule to be completed this Fall. This schedule was established last year when State funding for the project was approved. The design has not been delayed. Construction of the project should begin in the Spring of 1998 and will take about one year to complete.

You mentioned you had heard the project was being delayed as a result of opposition from the Trinity Church. The State Highway Administration's (SHA) Office of Environmental Design has been in contact with Mr. Clement D. Erhardt, Jr. from your community about this issue. The SHA has advised me it has not received any formal opposition to the barrier from the church. Preliminary design details for the barriers are now being finalized and will be presented at a community meeting this Spring. This meeting will be scheduled through Mr. Erhardt.

Again, thank you for your letter. If you have any questions prior to the meeting, please feel free to call Mr. Charles B. Adams, SHA's Director of Environmental Design, at (410) 545-8640.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

My telephone number is (410)-\_\_\_

bcc: Ms. Leslie Frelow, Special Assistant to the Deputy Secretary, Maryland Department / of Transportation

Mr. James Hade, Noise Abatement Team Leader, SHA

Mr. John Lewis, Jr., State Legislative Officer, Maryland Department of Transportation

Mr. David J. Malkowski, District Engineer, SHA



# Maryland Department of Transportation State Highway Administration

590

David L. Winstead Secretary

Parker F. Williams Administrator

August 25, 1997

Mr. Lance Whitney Chairman of the Board The Compassion Center 4700 Erie Street College Park MD 20740

Dear Mr. Whitney:

This letter is a follow up to your letter to me about a sound barrier for the Compassion Center located adjacent to US 1 in College Park. I enjoyed meeting with Ms. Diana Guetzkow in July to see first hand the plans that you have.

Your planned center is unique with respect to the State's sound barrier policy, in that it is not yet in use. Our policy was developed to address existing noise sensitive land uses. As I explained to Ms. Guetzkow, we will review this situation to determine if our revised policy applies. We are re-examining a number of requests for sound barriers to determine which, if any, may qualify under the revised policy. I anticipate that we will be able to get back to you with an answer in October.

A copy of the State sound barrier policy is enclosed for your information. If you have any questions, please feel free to call me at (410) 545-8640.

Sincerely

Charles B. Adams

Director

Office of Environmental Design

My telephone number is \_\_\_\_\_



### Maryland Department of Transportation State Highway Administration

591

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams

Administrator

July 30, 1997

Mr. Wolfgang L. Wiese 8229 Stone Trail Drive Bethesda MD 20817

Dear Mr. Wiese:

Thank you for your recent letter to Transportation Secretary David Winstead regarding highway traffic noise along I-495 in the Carderock Springs community in Montgomery County. The Secretary appreciates your concern and asked me to update you on the progress of our work on this issue.

A number of communities have been identified in Montgomery County as being affected by traffic noise which previously did not meet our criteria for a sound barrier. We are evaluating the communities in the I-270 spurs and I-495 "triangle" in light of our new noise policy, which was adopted in December of 1996. These analyses will be completed by the end of the Summer. We will let you know the results as soon as they are available. A copy of the new noise policy is enclosed for you information.

Again, thank you for your letter. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles Adams, our Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely

Parker F. Williams

Administrator

Enclosure

cc: Mr. Charles B. Adams, Director, Environmental Design, State Highway Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mr. Wolfgang L. Wiese July 30, 1997 Page Two

bcc: Mr. James D. Hade, Team Leader, Noise Abatement Team, SHA Mr. Kenneth D. Polcak, Noise Abatement Team, SHA Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation (SER. 8515)



Partis N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

September 19, 1997

Mr. Wesley A. Wilde 240 Kirkley Road Annapolis MD 21401

Dear Mr. Wilde:

Thank you for your recent letter to Governor Glendening regarding noise abatement along US 50. The Governor appreciates your concern over the impact of highway noise on the residents of the Weems Creek/Kirkley Road community, in Anne Arundel County, and asked me to respond on his behalf.

Your community was not previously eligible for a barrier because predicted noise level impacts were below our impact threshold as defined in our prior noise policy. That policy has been revised, and the State Highway Administration (SHA) is evaluating a number of communities to determine whether they are now eligible for sound barriers. Yours is one of those communities. We anticipate this work will be completed this Fall, and an SHA representative will contact you once the results are available.

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Wesley A. Wilde Page Two

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Mr. James Hade, Noise Abatement Team Leader, SHA

Noise Abatement Team, SHA

Drafted by: Philip Troll, OED/LAD/NAT -- SEPTEMBER 9, 1997

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DI Freizis construction of sound burning on Pt 50 round Amapoli 1322

41679

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AUG 27.1997,

SEP 5 1997

Dear Governor Glendening:

SECRETARY DEPARTMENT

GOVERNOR'S OFFICE

We live in the Weems Creek/ Kirkley Road community in Annapolis, in close proximity to US Route 50. For the past two years we have been working with the Maryland State Highway Administration (MSHA) to have sound barriers constructed along our stretch of Route 50. Back in April, the MSHA conducted a noise study of our area and a couple of other areas nearby. The title of the study is, "Ambient Noise Measurements US50, Riverview Manor and Lindamcor Communities," dated May 1997 - revised July 1997. The study concludes that we meet the eligibility criteria to have sound barriers erected. That's the good news. The other news is that we will need your leadership and assistance to help get the sound barriers up! We understand from Charlie Adams, Director of the Office of Environmental Design, MSHA, that his office is in the process of prioritizing criteria and areas which will lead to a list of the communities eligible for sound barriers. A recent lead story in the Capital, copy enclosed, certainly points out that our community should be a top priority for sound barriers.

Please help us -- it's also a safety issue. There is nothing more than a chain link fence between us and the busy highway. The police have been notified on several occasions about transient people walking up from the highway, through the fence and onto private properties.

We would very much appreciate your support to help bring the sound barriers to our community. Please let Charlie Adams of the MSHA, tel. (410)545-8640, know that you support our concerns and that you expect to see the barriers erected in the near future.

Thank you very much for your time and effort on our behalf with respect to this important matter..

Sincerely, M. Lesles A. Mille.

240 Kirkley Rd HNWARDIS, Mi)

21401

enclosure

## OFFICE OF THE GOVERNOR MAIL FORM

896

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

LID: 41670

ReceiveDate: 9/3/97 Assign Date: 8/27/97

Dandline Date: 9/17/97

Name:

Wesley A. Wilde

240 Kirkley Road Annapolls, MD 21401 RECEIVED

SEP 5 1997

7171

SECRETARY DEPARTMENT OF TRANSPORTATION /

Subject: SOUND BARRIER REQUE

Description: Requests construction of sound barriers on Route 50 near

Annapolis.

Agency :

MDOT

Unit: DSI

RE-DIRECT INFORMATION				
	RE-D	RECT	INFORMATION	

If the response to this correspondence should be handled by another agency, please complete the following information and forward the completed form and the correspondence to the proper agency. Also, copy the completed form and send the copy to the unit indicated above.

Re-Directed to:	
Date :	



# Maryland Department of Transportation State Highway Administration

591

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

**MEMORANDUM** 

TO:

The Honorable David L. Winstead

Secretary

FROM:

Parker F. Williams

Administrator

DATE:

December 2, 1997

SUBJECT:

Joint Chairman's Report

Recycled Tires in Noise Barriers

Attached please find a report on the State Highway Administration (SHA) and the Maryland Environmental Service's (MES) plans for construction of noise barriers which utilize rubber from recycled tires. This report was requested during the past legislative session by the SHA and MES budget committee chairs. If you have any questions, please feel free to call Mr. Charles Adams at 410-545-8640.

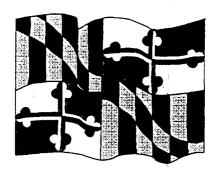
Enclosure

CC:

Mr. Charles B. Adams, Director of Environmental Design, SHA

My telephone number is 410-545-0400

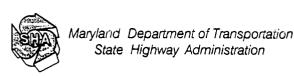
# A Report to the Maryland General Assembly



regarding

# Recycled Tires in Noise Barriers

December 1997





#### **BACKGROUND**

The Budget Committees for the Maryland Environmental Service (MES) and the Maryland State Highway Administration (SHA) urged the two agencies to construct additional noise barriers employing proven technologies, that use scrap rubber from recycled tires which will produce a cost effective, safe, vandal resistant and aesthetically pleasing design.

#### **HISTORY**

The Maryland State Highway Administration has been building sound barriers since the early 1980's. The majority of the barriers constructed have been made of precast concrete, with a range of surface treatments for visual appearance. There are limited instances where it is necessary to have an absorptive surface on the highway side of a barrier to reduce the reflection of noise. There are several sound barrier systems available which will achieve the needed absorptive surface and also meet Maryland's requirements. One of these systems utilizes scrap rubber from recycled tires. This is a proprietary system named DuBrook<sup>TM</sup>. To date, this is the only system using scrap rubber which meets SHA's combined requirements for absorption, appearance, durability, vandal resistance, structural integrity, and flammability. SHA has completed one sound barrier utilizing the DuBrook<sup>TM</sup> system on I-495, the Capital Beltway in Montgomery County.

### PLANNED ACTIVITIES

SHA has identified another location where an absorptive sound barrier is required. MES and SHA are planning a project to construct this sound barrier in 1998. The Soundwall Demonstration Project will be the first of its kind in Maryland to use scrap tire chips produced from tires recovered from Maryland tire stockpiles to create a sound barrier for use on a State highway. The manufacturer of the DuBrook<sup>TM</sup> system will be required to use the scrap rubber recovered from Maryland stockpiles in the fabrication of sound barrier panels to be installed under SHA's project. This project will be a coordinated effort of the Maryland Department of the Environment (MDE), MES and SHA and will be completed in two phases.

The first phase will focus on the removal, recovery and processing of tires from two scrap tire stockpile sites. One site is located in Prince George's County and the other site is in St. Mary's County. Both sites will be used to demonstrate cost effective methods for removing tires from environmentally sensitive areas. Approximately 540,000 tires will be removed from these two sites. Tires recovered from these sites will be directed towards a recycler who will process the tires for use in the fabrication of the absorptive sound barrier panels. The second phase of the project will be the construction and monitoring of a sound barrier. Phase One will be undertaken by MES, utilizing funds from the State Use Tire and Recycling Fund.

#### TIRE RECOVERY PHASE

Phase One of the project will consist of the recovery of scrap tires from two stockpiles, the Garner site, located in the Brandywine section of Prince George's County and the Jordan site, located in the Oakville section of St. Mary's County. The Garner site is a 113 acre family owned farm that, according to initial estimates, contains approximately 460,000 tires within seven ravines on the property. The tires have been there since the 1970's. MDE began investigating this site in 1994. The Jordan site is an approximately 45 acre property that is presently unoccupied. During the time the property has been unoccupied, an unknown party illegally dumped scrap tires in a single ravine. According to the best estimates, there are approximately 80,000 tires at this site. The majority of the tires appear to be of the bias ply variety. MDE first identified this site in the early 1990's. Both sites are potential fire hazards and breeding grounds for mosquitoes.

The recovered tires will be delivered to a tire recycler in Baltimore, Maryland for processing. The tires will be shredded and the shredded material will be supplied to the manufacturer who will fabricate absorptive sound wall panels to the SHA's specifications.

#### SOUND BARRIER CONSTRUCTION AND MONITORING PHASE

Phase Two of the project will consist of the construction of an absorptive sound barrier along southbound I-95 in Baltimore County. Exhibit 1 indicates the location of the sound barrier project. This construction is part of an SHA sound barrier project to protect the Arbutus community which was bisected by I-95. One portion of the project requires an absorptive surface to reduce the potential for noise reflections to the opposite side of the highway. The square footage of absorptive wall which will be built as a result of this interagency partnership is approximately 55,000 square feet.

The absorptive sound barrier system selected for use on this project is the DuBrook<sup>TM</sup> system described previously. While there are several manufacturers producing sound barrier systems which utilize rubber from recycled tires in their designs, the DuBrook<sup>TM</sup> system is the only one which has been determined to be acceptable based upon the combined properties of appearance, durability, resistance to vandalism, and cost.

MES will purchase the sound barrier panels from DuBrook<sup>TM</sup> for shipment to the project site to meet the installation schedule of SHA's contractor The estimated cost for fabrication, delivery and installation of the barrier is \$1,000,000. The estimated cost of the fabrication of the 55,000 square feet of absorptive panels is \$470,000. It is anticipated that construction of the sound

barrier project will begin by the Spring of 1998 and will be completed by the Summer of 1999. Installation of the absorptive panels will be determined by the contractor's proposed schedule. It is anticipated that the DuBrook<sup>TM</sup> panels would be available in the Fall of 1998.

SHA, MDE and MES will develop a monitoring protocol so that the overall performance of the scrap tire sound barrier can be evaluated. The monitoring will include items such as constructability, acoustic performance, maintainability and durability. In addition, SHA will further investigate, with the input from both MES and MDE, the potential for future sound barriers that use scrap tires in the construction.



David L. Winstead Secretary

Parker F. Williams Administrator

602

July 24, 1997

Ms Joan H. Wolf 7005 Rainswood Court Bethesda MD 20817

Dear Ms Wolf:

Thank you for your recent letter and FAX regarding the noise analysis that was performed on May 27, in the Longwood / Bradley Manor community of Montgomery County. I apologize for the delay in responding to your concerns about the traffic noise impact on you and your community.

Please find enclosed a copy of the information on the noise level measurements sampled during the analysis on May 27. I have additionally enclosed the Ambient Measurement report for your residence at 7005 Rainswood Drive, referred to as Noise Sensitive Area (NSA) 6, Receptor 6.

The data collected during the May 27 analysis is shown on "TABLE 1 - AMBIENT NOISE LEVELS" (see page 2). There is no Federally regulated time period required for ambient measurements. Our intent when we measure noise is to determine the period or periods during the day when noise levels are the highest. We make this determination by performing a continuous 24 hour measurement and a series of short term measurements. The 24 hour data shows when noise is highest and how the levels fluctuate throughout the day. Short term measurements are compared to the 24 hour data and adjusted according to the peak noise levels, sampled during the same time period, as shown in the 24 hour measurement. These numbers are displayed in the column labeled "Adjusted Ambient", which is the last column of Table 1. The "raw" noise levels sampled during this 15 minute measurement are displayed in the column labeled "Ambient (dBA)", which is the fourth column from the left on Table 1. The data from the 24 hour measurement, sampled at 7223 Longwood Drive, is shown on Table 2.

The State Highway Administration (SHA) is presently evaluating a number of communities that experience traffic noise impacts similar to Longwood / Bradley Manor. Once these analyses are finished, a priority list will be established for those communities where noise barriers are determined to be warranted. We anticipate that this review will be completed by the end of this Summer and we will contact you when this work is concluded.

My telephone number is \_\_\_\_\_

Again, thank for your interest and your letter. If you should have any other questions concerns on this matter, please contact Mr. James Hade of our Noise Abatement Team at (410) 545-8599.

Charles B. Adams

Director

Office of Environmental Design

cc: James Hade, RLA, Team Leader for Noise Abatement, SHA Noise Abatement Team, State Highway Administration

June 1, 1997

2 NO STEROX

Mr. Charles B. Adams
Director, Office of Environmental Design
SHA
707 North Calvert Street
Baltimore, Maryland 21202

SENT CERTIFIED MAIL PETUPN PECEPT VIA JAUSMIJE # 410/333.4126

Dear Mr. Adams,

In accordance with the Freedom of Information Act, I hereby request the following information:

On May 27, 1997 a sound/decibel reading survey was conducted from 1:30 to 1:48p.m. on Rainswood Court in Bethesda. Orange cones were placed in three locations: my backyard; the end of the cul-de-sac and; my neighbor's driveway. While I realize that you intended to obtain accurate readings, I question whether these were appropriate location selections. My yard abuts the Beltway; the other two locations are quite far from noise (and on the other side of the street, for that matter). Finally, these readings were conducted during an extremely quiet part of the day—no rush hour whatsoever, and lasted only 18 minutes. What is the federal regulatory time period requirement with regard to sound readings?

I wish to receive the numbers reflecting the outcome of the sound readings described above as well as any and all reports submitted pertaining to this study.

Thank you in advance for your prompt attention to this request. Should you have any questions, please do not hesitate to contact me at the address and numbers listed below.

Sincerely,

Joan H. Wolf

7005 Rainswood Court Bethesda, Maryland 20817

301/365-8860

cc: B.Frosh

G. Genn

M. Goldwater

N. Kopp

D. Winstead

C. Morella

P. Glendening

### **FAX COVER SHEET**

From: Joan H. Wolf 7005 Reinawood Ct. Bethesde, Meryland 20817 USA 301/365-8880 605

PØį.

SEND TO/ AN/ POUR Company name/ Firmenname/ Société MD State Highway Administration			From/ Von/ De				
							Joan H. Wo
			Attention/ Zu Hand	ien von/ A l'attention de			
MR CHARLES!	R. ADAMS		8/28/97	er/ Telefon/ N° de tél.			
Fex number/ Fex r	nr/N° de fax		Priorie number/ ( autor) / Co Co				
410/333-4126							
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# THE SECRETARY'S OFFICE MOOT SHEERY VARNER - MS 255 REQUEST FOR PREPARATION OF GOVERNOR'S CORRESPONDENCE

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SHERRY VARNUR TO ME STEEL MS-255



RECEIVED

November 24, 1997

DEC 12 1997

GOVERNOR'S OFFICE

The Honorable Parris Glendening Governor State House 100 State Circle Annapolis, Maryland 21401

Dear Governor Glendening,

Thank you for your recent efforts and support with regard to the installation of Beltway sound barriers (known as the Longwood Project and Bradley Heights Project, respectively). As citizens that reside in the 500' stretch within those two projects that has been labeled 'ineligible', we hereby ask for careful review of this small region of noise reduction device.

Our quality of life has been seriously impacted by the Beltway and its improvements. We have endured measured sound level noise in excess of 74 decibels (coupled with the recent installation of permanent "daylight" lighting in our backyard).

As parents, we are deeply concerned for our daughter. She seems to suffer from more bronchial ailments than her classmates. In addition, the unpredictable and frequent downshifting of eighteen-wheelers causes her to jump in her sleep. And, understandably, the new light fixtures have diminished our family's ability to fall asleep.

Our backyard and deck are unusable—our daughter was devastated that she couldn't have her birthday party outdoors. We long for the day that she can play in her yard—she is not allowed at present due to the fact that we cannot hear her call out to us in the event of an emergency. We wish to open our windows on a pleasant afternoon or cool summer evening.

Mr. Steve Chiaverini Mrs. Joan Wolf-Chiaverini 7005 Rainswood Court Bethesda MD 20817

Dear Mr. Chiaverini and Mrs. Wolf-Chiaverini:

Thank you for your recent letter to Governor Glendening regarding a sound barrier for the Rainswood Court area adjacent to the Capital Beltway, I-495 in Montgomery County. The Governor asked me to thank you and respond on his behalf.

We share your concerns about the impact that noise levels from the beltway have on the quality of life in communities. The inability to use one's outdoor space and the intrusion of noise during times when people are trying to relax or sleep are several of the reasons that Maryland has made a commitment to provide sound barriers along many of our high speed and volume highways.

You expressed concern about a 500 foot area between two areas eligible for sound barriers and asked several specific questions, to which I would like to respond. First, as to the 500 foot "gap" between these two projects, the areas you refer to were not broken into two separate projects. The definition of sound barrier projects is based upon the limits of individual communities. In many cases individual communities are separated by local or state highways. This is the case with Greentree Road. The communities on either side of Greentree Road are separate and, therefore have been identified as two individual project areas. I also, want you to know that the final end points of a barrier for the Longwood area have not been determined. This will occur during the detailed design phase and the barrier will be designed to protect homes which are eligible under the provisions of our noise policy. Enclosed is a copy of a brochure that will provide more information about the policy, together with a copy of the noise policy.

Additionally, you asked several technical questions about the distance from the highway upon which the eligibility is based and those homes in the Longwood area that have been determined to be eligible for a sound barrier. I have asked Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design to contact you to provide you with this information. In the meantime, if you have any additional questions, please feel free to contact Mr. Adams, who may be reached at 410 545-8640 or toll free in Maryland, at 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA Mr. Parker F. Williams, Administrator, SHA

RECEIVED

DEC 12 1997

**GOVERNOR'S OFFICE** 

47732 610

**December 9, 1997** 

Governor Parts N. Glendening State House 100 State Circle Annapolis, Maryland 21401

Subject: NOISE BARRIERS COVERING BLADLEY BLVD TO FERNWOOD RD IN INNER LOOP EAST OF 1-270 SPUR; 16TH DISTRICT, STATE OF MARYLAND

Dear Governor Glendening,

I live on Rainswood Court, and have been notified that the proposed noise barrier will not be constructed behind my home. In addition, I understand that the barrier will in fact, be built, except for 500' behind our Court.

I hereby request that this 500' gap be included for eligibility. Our homes are sandwiched between older construction (built prior to the Beltway) and should be addressed on an equal basis as the newer homes that have been dealt with on Armat Dr. and Newbold Dr.

It is disturbingly apparent that this 500' gap will serve as a noise tunnel increasing already unacceptable decibel levels (recorded as high as 78db to date)—the sound will simply deflect off of the outerloop wall and rebound through the opening. It could quite seriously compromise the noise levels on adjacent (and eligible) streets such as Longwood Dr. and Brooke Dr. as well.

The impact of congestion, acceleration, increased noise levels and the proposed 500' gap drastically imedes upon the quality of life on Rainswood Court, has denied us the use of our yard, and is a 24-hour constant and intrusive interruption.

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	THE SECRETARY'S OFFICE
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	REQUEST FOR PREPARATION OF GOVERNOR'S CORRESPONDENCE
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	Written follow-up will be prepared by:

PERASE REPORT FOR SOME SHERRY VARNER WILDER MS-255 D-TSO-001

Mr. Steve Chiaverini Mrs. Joan Wolf-Chiaverini 7005 Rainswood Court Bethesda MD 20817

Dear Mr. Chiaverini and Mrs. Wolf-Chiaverini:

Thank you for your recent letter to Governor Glendening regarding a sound barrier for the Rainswood Court area adjacent to the Capital Beltway, I-495 in Montgomery County. The Governor asked me to thank you and respond on his behalf.

We share your concerns about the impact that noise levels from the beltway have on the quality of life in communities. The inability to use one's outdoor space and the intrusion of noise during times when people are trying to relax or sleep are several of the reasons that Maryland has made a commitment to provide sound barriers along many of our high speed and volume highways.

You expressed concern about a 500 foot area between two areas eligible for sound barriers and asked several specific questions, to which I would like to respond. First, as to the 500 foot "gap" between these two projects, the areas you refer to were not broken into two separate projects. The definition of sound barrier projects is based upon the limits of individual communities. In many cases individual communities are separated by local or state highways. This is the case with Greentree Road. The communities on either side of Greentree Road are separate and, therefore have been identified as two individual project areas. I also, want you to know that the final end points of a barrier for the Longwood area will be designed to protect homes which are eligible under the provisions of our noise policy. Enclosed is a copy of a brochure that will provide more information about the policy, together with a copy of the noise policy.

Mr. Steve Chiaverini
Mrs. Joan Wolf-Chiaverini
Page Two

Additionally, you asked several technical questions about the distance from the highway upon which the eligibility is based and those homes in the Longwood area that have been determined to be eligible for a sound barrier. I have asked Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design to contact you to provide you with this information. In the meantime, if you have any additional questions, please feel free to contact Mr. Adams, who may be reached at 410 545-8640 or toll free in Maryland, at 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA Mr. Parker F. Williams, Administrator, SHA



64

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

October 17, 1997

Mr. and Mrs. Michael Wung 7228 Armat Drive Bethesda MD 20817

Dear Mr. and Mrs. Wung:

Thank you for your recent letter to Governor Glendening regarding sound barriers in the vicinity of I-495 and I-270. The Governor received your letter and asked me to respond on his behalf.

The community of Longwood was not previously eligible for a barrier because one could not have been built for a reasonable cost as defined in our former noise policy. Since then the policy, including the cost criterion, has been revised. The State Highway Administration (SHA) is currently evaluating a number of communities to determine whether they are now eligible for sound barriers. Longwood is one of those communities. We anticipate we will have this work completed late this Fall, and a representative from SHA will contact you and the 16th District Delegation once the results are available.

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at (410) 545-8640.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is 410-865-1000
TTY For the Deaf: (410) 865-1342

bcc:

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. John Lewis, Jr., State Legislative Officer, Maryland Department of Transportation

Mr. John Petty, Assistant to the Secretary, Maryland Department of Transportation

Ms. Nanette Schieke, Policy Analyst, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Mr. Charles Watkins, District 3 Engineer, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Drafted by: Mr. James Hade, OED/LAD/NAT -- October 6, 1997 -- Serial #7296

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## RECEIVED

DEC 18 1997

CRETARY DEPARTMENT OF TRANSPORTATION

7228 Armat Drive Bethesda, MD 20817

The Honorable David L. Winstead Secretary Maryland Department of Transportation 707 North Calvert Street Baltimore, MD 21202

Please Prepare Ecoponse For Secretary's

Cc. Litu

Dear Secretary Winstead,

Re: Noise Barrier Covering Bradley Boulevard to just west of Fernwood, on the inner loop east of the 1270 Spur; 16th District, State of Maryland

We are overjoyed to hear that the State has decided our communities are eligible for the noise barriers. As parents of two infants and children of our 70-year-old mother, we are so relieved to hear of the good news.

We are certain that you will understand how urgently we need the barriers as the noise and air pollution have been driving us to distraction. We hereby earnestly request you to make sure that the funding for the subject noise barriers be included in your Department's 1998 Budget. Upon the approval of the budget, we respectfully request the funds to be released to Mr. Charles Adams, director, SHA's Cifice of Environmental Design at the callest possible time in order to allow the project to get going as soon as possible.

Please accept our deepest appreciation in all the efforts you put in for us in this matter.

We thank you for your attention.

Sincerely,

Michelle & Michael Wung

Residents of 7228 Armat Drive

ji na nataka terbahkan di Masa. Kaliman mada 19 Masa na Maja

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December 10, 1997

## OFFICE OF THE GOVERNOR MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent concerns. When completed, please forward the response, the original tetter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

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LID: 43349

ReceiveDate: 9/30/1997 Assign Date: 9/24/1997

10/14/1997 Deadline Date:

Michael Wund Name:

7228 Armst Drive Bethesda, MD 20817 OCT 1 1997

SECRETARY DEPARTMENT OF TRANSPORTATION

SOUND BARRIER REQUE Subject:

Description: Requests proposed noise barriers for the vicinity of I-495 and I-270.

MDOT Agency:

DSI Unit:

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If the response to this correspondence should be handled by another agency, please complete the following information and forward the completed form and the correspondence to the proper agency. Also, copy the completed form and send the copy to the unit indicated above.

Re-Directed to :		
Date:	•	 

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RECEIVED

OCT 1 1997

SECRETARY DEPARTMENT

The Honorable Partis N. Glendening Governor State House 100 State Circle Annapolis, Maryland 21401

Michelle & Michael Wung 7228 Armat Drive Bethesda, MD 20817

Dear Governor Glendening,

Re: Noise Barriers in the vicinity of I-495 and I-270

The noise and air pollution our family is suffering from caused by the traffic flow resulting from the expansion of I-495 from eight lanes to twelve lanes and the bursts of noise from the 18-wheelers at the back of and beside our house leaves us no choice but to write to you and beg you for your help. Because of the noise and bad air quality, it is becoming increasing difficult for our family to lead a normal life.

We own a beautiful and expensive house with delightful front and backyards, we have good schools in the area, our second daughter was born in July this year, everything was perfect until the extension of 495 took place. Our lives are totally disrupted. We cannot enjoy our landscaped yards because of the continuous and invasive noise pollution, we cannot open any windows, but the worst is still to come, my children and the two of us cannot sleep all night because the noise is penetrating the windows. The noise is loud and it goes on and on, nonstop. It is simply intolerable. The noise is getting to our nerves, it is seriously damaging to our health because we simply cannot sleep.

We have been working hard all our lives and we invested most of our savings in this house we now could not even have a good night sleep in. We could have sold the house if we could but the value of the house drops and will be dropping if this noise problem does not get solved. On the other hand, we are paying very heavy property tax for this house and this tax is going up every year. Reasonable and understanding as you are, we are sure you will agree it is ridiculous to pay more and more for the decreasing quality of life and property value we are and will be experiencing.

(To be continue)

What should we do? We feel trapped in our house, there is nowhere to hide in the house from the noise and there is nowhere for us to go because this is our only home. We are desperate and are writing to you hoping that you will sympathize with us and do whatever within your power to get the noise abatement barriers project approved and done as soon as possible. We really need this noise barriers urgently because we are very worried and concerned about the growth and well being of our beloved children.

We will be more than happy to have you come to our house to see and hear for yourself what we have been going through. It is torture.

We thank you for your time and consideration. We appreciate any suggestions as to what we can do in such a situation. And we are forever grateful if you can help us out by any means.

Sincerely,

Michaelle &

Michelle & Michael Wung

Homeowners of 7228 Armst Drive

September 24, 1997

C.C. Brian E. Frosh
Gilbert J. Genn
Marilyn Goldwater
Nancy K. Kopp



Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

October 28, 1997

620

Mr. M. Barry Yatovitz, Property Manager Metro Property Management, Inc. 3401 Greenway, Unit #51 Baltimore MD 21218

Dear Mr. Yatovitz:

Thank you for your recent letter on behalf of the Woodholme Green Homeowners Association regarding noise issues along I-695 and the I-795 interchange. I appreciate the opportunity to update you on the subject of noise abatement and the Woodholme Green community.

One of the basic requirements that guides the decisions on where sound barriers are built is when development occurs in relationship to the highway. We can only consider barriers for communities where the homes were constructed prior to the highway. You indicated in your letter that most of the homes were purchased in the 1992-93 time frame. Based upon this, the Woodholme Green community does not meet this basic criteria and is ineligible for consideration of a sound barrier.

I regret that we cannot provide you with a more positive response to your inquiry. A copy of SHA's Sound Barrier Community Resource Guide, our noise policy and the Highway Traffic Noise brochure from the Federal Highway Administration are enclosed for your information.

Again, thank you for your letter. If you should have any other questions on this, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at (410) 545-8599.

Sincerely.

Charles B. Adams

Director

Office of Environmental Design

Enclosures

cc: Mr. James D. Hade, Noise Abatement Team Leader, SHA

My telephone number is \_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Mr. M. Barry Yatovitz, Property Manager Metro Property Management, Inc. Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. Dave Malkowski, District 4 Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Landscape Architecture Division, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT -- October 28, 1997

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622

# METRO PROPERTY MANAGEMENT, INC. 3401 Greenway, Unit #51 Baltimore, MD 21218 (410) 889-5111

August 20, 1997

Maryland Department of Transportation State Highway Administration 707 North Calvert Street Baltimore, Maryland 21202

Attn: Mr. Charles Adams, Director
Office of Environmental Design

Dear Mr. Adams,

We are writing to you on behalf of the 132 owners of the Woodholme Green Homeowners Association. We own a community of townhomes in close proximity to the Beltway, Interstate 695, west of Rt. 140, Reisterstown Road, Beltway exit 20. The noise factor from the increased volume of traffic on the Beltway has become a much greater problem than when most of the homes were purchased in 1992 and 1993. The additional traffic that now uses the Interstate 795 interchange has also increased the noise level.

Please consider adding our community to the lists of relieved communities that have gotten or are getting Sound Barrier Walls. We ask that a Sound Barrier Wall be installed protecting our community. Please include our area's wall installation in the next set of specifications that are presented for consideration in conjunction with Beltway construction.

We will continue to ask for relief from the constant din of traffic noise. We ask that you hear our request. Thank you for your assistance in this important matter.

Sincerely.

Metro Property Management, Inc.

M. Barry Yatovitz, Property Manager

On behalf of the Woodholme Green Homeowners Association

cc: Board of Directors

Honorable Kevin Kamenetz, Baltimore County Council
MD House of Representatives: Michael J. Finifter, Robert L. Frank, Dan K. Morhaim
Senator Paula Colodny, Maryland General Assembly
Senator Paul Sarbanes, Senator Barbara Mikulski, US Senate
Honorable Benjamin L. Cardin, US Congress



## Maryland Department of Transportation State Highway Administration

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams Administrator

December 24, 1997

Ms. JoAnne Zawitoski, Esq. Semmes, Bowen & Semmes, P.C. 250 West Pratt Street
Baltimore MD 21201

Dear Ms. Zawitoski:

Thank you for your recent letter regarding noise measurements conducted along I-195 at Relay/St. Denis in Baltimore County. A report on the supplemental noise sampling has been completed and a copy is enclosed for your information.

You also made mention of a concern involving highway lighting in the vicinity of your parents' home. There have been no new high mast lighting structures installed in this area, however this past September it was noticed that one of the bulbs had burned out in the high-mast lightpole nearest to Francis Avenue. This was reported to the State Highway Administration (SHA) and our lighting maintenance contractor for Baltimore County subsequently replaced all of the bulbs on this pole. As a bulb in a high-mast light begins to reach the end of its lifespan, the intensity of the lighting diminishes. The common maintenance practice is that it is more efficient and cost-effective to replace all of the bulbs at one time. There would be an increase in the light provided by three, older light bulbs, as opposed to the light provided by four, new bulbs. The resulting increase in light intensity would account for the perception of the installation of new lighting.

Again, thank you for your interest. If you should have any other questions on this matter, please do not hesitate to call me or contact Mr. James Hade of our Noise Abatement Team, who may be reached at (410) 545-8599 or, toll free, at 1-800-446-5962.

Sincerel

Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. David L. Winstead, Secretary, Maryland Department of Transportation

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Ms. JoAnne-Zawitoski Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of / Transportation

Mr. Dave J. Malkowski, District 4 Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Landscape Architecture Division, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT -- December 18, 1997

Serial #9844

E:\CORRESP\1997\DRAFTS\ZAWI1208.CBA 12/18/97 3:24 PM

JoAnne Zawitoski, Esq. Semmes, Bowen & Semmes, P.C. 250 West Pratt Street Baltimore MD 21201

Dear Ms. Zawitoski:

Thank you for your recent letter regarding noise measurements conducted along I-195 at Relay/St. Denis in Baltimore County. A report on the supplemental noise sampling has recently been completed. I am more than happy to share that report with you, a copy of which is enclosed with this letter.

You also made mention of a concern involving highway lighting in the vicinity of your parents home. Our District maintenance crews have informed me that there have been no new high mast lighting structures installed in this area in (?) years. In September of this year, it was noticed that one of the bulbs had burned out in the high-mast lightpole nearest to Francis Avenue. This was reported to the State Highway Administration's (SHA) District 4 lighting maintenance contractor and subsequently attended to.

As a bulb in one of our high-mast light poles begins to reach the end of their lifespan, the intensity of the lighting diminishes. The common maintenance practice is that it is more efficient and cost-effective to replace all of the bulbs at one time. There would be a marked contrast in the light provided by three, older light bulbs, as opposed to the light provided by four, new bulbs. The marked increase in lighting intensity resulting from these standard maintenance procedures would account for the perception of the installation of new lighting.

Again, thank you for your interest. If you should have any other questions on this matter, please do not hesitate to call me or contact Mr. James Hade of our Noise Abatement Team, who may be reached at (410) 545-8599 or, toll free, at 1-800-446-5962.

Sincerely,

Difference in light provided by 3 bolds vs 4 bolds

Front Office #Dit - 3 bolds are brighter than 4 bolds

Charles B. Adams

Director

Office of Environmental Design

## TRAFFIC NOISE MEASUREMENT STUDY AND IMPACT-ASSESSMENT

## I-195 RELAY AREA December, 1997

## INTRODUCTION

This report summarizes the results of a updated traffic noise monitoring study and impact evaluation conducted for a section of the Relay community in southwestern Baltimore County. The subject area is situated adjacent to I-195 in the vicinity of the overpass at Francis Avenue, which is located between the interchanges at I-95 and US Route 1 (Washington Boulevard). The goal of this study is to document existing noise levels and the degree and extent of impact resulting from highway traffic on I-195.

Specifically, the evaluation describes the current level of noise impact from traffic on I-195 at the adjacent residences. This was accomplished through a combination of noise level measurement studies covering several 24-hour periods and short-term assessments of specific locations throughout the study area. Coordination meetings and discussions were held with Mr. and Mrs. Edward Zawitoski, residents at 816 Francis Avenue, focusing on the study approach and targeting specific problem areas and conditions identified by area residents. A memorandum is included as Appendix A, which documents the specific issues and questions raised by the community, and the approved measurement plan and schedule.

## STUDY APPROACH

Noise levels were measured on both a long-term and short-term basis, as per the approved measurement plan described in Appendix A. Specifically, four noise level assessments were conducted as follows:

- 1) "Drop-off" measurements in the backyards of 818 and 816 Francis Avenue to determine the proper location for the 24-hour noise monitor. The subject properties are located adjacent to I-195 which is on an embankment approximately 15-20 feet above the yard elevations.
- 2) 24-hour measurements at one or more locations based on results of the drop-off tests. From these results, the "worst-case" or loudest noise hours were determined.

## APPENDIX C

Noise Measurement Report from Wilson T. Ballard Co. I-195 - Relay / St. Denis August 14, 1997 WILSON T. BALLARD - 1968

RONALD W. RYE. PRESIDENT

ROBERT N. BOND. SENIOR VICE PRESIDENT

KENNETH L. EVANS, VICE PRESIDENT

MICHAEL K. KELLY, VICE PRESIDENT

PAUL D. UPTON. VICE PRESIDENT

GLENN R. DETTER, ASSOCIATE
MARK D. LOTZ, ASSOCIATE
E. RICHARD FEUSTLE, ASSOCIATE
MARY ANN BROWER, SECY-TREAS

## THE WILSON T BALLARD COMPANY

CONSULTING ENGINEERS

17 GWYNNS MILL' COURT

OWINGS MILLS, MARYLAND 21117

TELEPHONE (410) 363-0150 FAX (410) 363-7811 August 14, 1997

Maryland Department of Transportation State Highway Administration Office of Environmental Design 707 North Calvert Street Baltimore, Marylandf

Attn: Ken Polcak

Re: Ambient Noise Measurements St. Denis\Relay Community

File: 500-027.14

### Gentlemen:

Per your request, we have reanalyzed the St. Denis\Relay Communities. Our focus was NSA A and NSA B. 24-hour measurements were taken at Receptors 1,2, and 3. Short-term measurements were then taken throughtout the NSA's. The noise levels were as follows:

NSA	Receptor	Location	Field Ambient#	Adjusted Ambient
Α	1	End of West End Court	58,62	64*
	1A	Half way up West End Court	62	64
	1B	End of Piedmont Court	62	64
	2	57,28 Richardson Mews Square	61,61	65*
	2A	Between 5741 and 5743 Richardson Mews Square	60	64
	2B	57,59 Richardson Mews Square	60	64
В	3	, 818 Francis Avenue	57,61	63*
	3A	817 Francis Avenue	63	65
	3B	914 Francis Avenue	60	62

# Two readings were taken at the previous receptor sites

\* 24 hour peak measurement

The readings taken were consistent with the previous study's conclusions. For NSA A and NSA B, the noise levels do not approach or exceed 66 dBA. If there are any questions, please call.

Very Truly Yours,

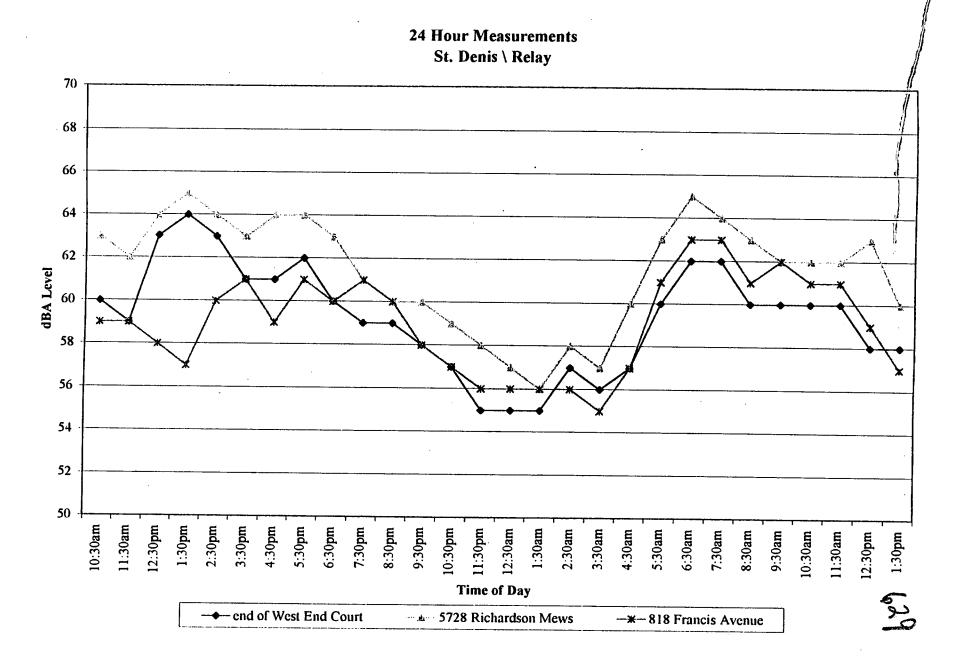
THE WILSON T. BALLARD CO.

VEL

cc: ljs file

AUG 15 1907

LANDSCAPE ARCHITECTURE DIVISION



SEMMES, BOWEN & SEMMES 630

attorneys at Law

250 WEST PRATT STREET BALTIMORE. MARYLAND 21201

TELEPHONE 410-539-5040

FACSIMILE 410-539-5223

December 8, 1997

SECRETARY DEPARTMENT OF TRYNSPORTATION SCALDARA & POTLER, LLP OF COUNSEL

410-576-4858

Chalie Ce By to July &

Joanne Zawitoski, Principal Direct Dial (410) 576-4899 MIERKET: jurelingst.

OFFICES IN

WASHINGTON. D.C.

TOWEON, MARYLAND HAGERSTOWN. MARYLAND

SALISBURY, MARYLAND

WILMINGTON, DELAWARE

Mr. Charles B. Adams Director, Office of Environmental Design Maryland Department of Transportation State Highway Administration P. O. Box 717 Baltimore, Maryland 21203-0717

I-195 at Relay/St. Denis

Dear Mr. Adams:

- In mid-September, 1997 (about Sept. 17-19 and 21-22, 1997), at the request of my parents, Mr. and Mrs. Edward Zawitoski of 816 Francis Avenue, the State conducted supplemental noise sampling along I-195 at Relay/St. Denis in Baltimore County. I understand that a written report of that supplemental noise sampling has been prepared, and I am writing, on behalf of my parents and other interested neighbors on Francis Avenue, to request a complete copy of that written report. I am hopeful that this letter will obviate the need for filing a more formal Freedom of Information Act request with the Department of Transportation.

I am also writing to advise you, in the event you are unaware, that during the last six weeks, the State has installed ultra-tall, ultra-high intensity lights within 300 feet of my parents' home to illuminate I-195 near its juncture with Francis Avenue. These lights glare into my parents' bedroom windows at night, disturbing their rest, even with blinds closed and curtains drawn. What is going on here, Mr. Adams? Within the past two years, the State has increased the speed limit on I-195 from 55 to 65 mph, has (at least so far) declined to erect noise barriers to mitigate the loud booming noise from trucks pounding across the Francis Avenue overpass, and has installed ultra-high beam lights just 300 feet from my parents' residence, making sound sleep impossible.

## SEMMES, BOWEN & SEMMES

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Mr. Charles B. Adams December 8, 1997 Page 2

Quite frankly, Mr. Adams, I believe that my parents have come to the end of their rope. Although several state employees have been sympathetic to their plight, no one has offered any practical solutions to the unlivable conditions created in my parents' home by the State's recent actions. Are there any?

I look forward to hearing from you, and I thank you for your anticipated cooperation.

Very truly yours,

JoAnne Zawitoski

/scd

cc: Mr. and Mrs. Edward Zawitoski
Mr. and Mrs. Lloyd Smith
Mrs. Doris Turner
Hon. David L. Winstead 
Hon. James E. Malone, Jr.

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6321

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari
Deputy Secretary

September 15, 1997

Jean M. Zawitoski, Esq. Semmes, Bowen & Semmes, P.C. 250 West Pratt Street Baltimore MD 21201

Dear Ms. Zawitoski:

Thank you for your recent letter about noise measurements along I-195 at Relay/St. Denis in Baltimore County. It is my understanding that Mr. Charles B. Adams, Environmental Design Director for the State Highway Administration (SHA), has spoken with you about your concerns.

Unfortunately, there was a misunderstanding between SHA representatives and the firm hired by SHA to perform the additional measurements. The measurements were not to have been taken until SHA had contacted and met with your mother to determine where and when the measurements would be taken. It is my understanding that your mother has been contacted by and met with Mr. Ken Polcak of SHA about the location and timing of those measurements. I trust these arrangements will be satisfactory.

Again, thank you for your letter. Mr. Adams will update you on the noise analysis sometime this Fall. If you need additional information regarding this matter in the meantime, please do not hesitate to contact Mr. Adams at (410) 545-8640.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

JoAnne Zawitoski, Esq. Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration



## Maryland Department of Transportation State Highway Administration

634

David L. Winstead Secretary Parker F. Williams Administrator

September 4, 1997

Mr. and Mrs. Edward Zawitoski 816 Francis Avenue Relay, MD 21227

Dear Mr. and Mrs. Zawitoski:

I am writing to you as a follow-up to our recent meeting held at your home regarding the ongoing highway noise studies for your neighborhood. I have enclosed a summary of our discussions and my understanding of the issues and your concerns. Also, I've outlined our proposed measurement strategy along with a plan showing the proposed testing sites as we discussed.

Please review the information and let me know if you have any clarifications or additions. As I indicated on the phone, our District maintenance office has been alerted to the several site conditions that you pointed out during our discussion, and have asked them to keep me informed of their progress. I will, in turn, pass along any information to you.

It was a pleasure to meet with you, and I look forward to our continuing cooperation in completing our studies. Please feel free to contact me, if you have any questions in the meantime.

Sincerely,

Kenneth D. Polcak

Environmental Specialist Noise Abatement Design and Analysis Team

Enclosuré

cc.

Mr. Charles B. Adams

JMr. James D. Hade

Mr. Dave Ramsey, District 4, Acting Assistant District Engineer, Maintenance

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

## **MEMORANDUM OF MEETING**

September 4, 1997

635

Meeting Date:

August 27, 1997

Location:

816 Francis Ave.

Home of Jean and Edward Zawitoski

Participants:

Ken Polcak -

Noise Abatement Design and Analysis Team

Maryland State Highway Administration

Office of Environmental Design 707 North Calvert St. C-305

Balto., MD 21202

Mr. Edward and Mrs. Jean Zawitoski -

816 Francis Ave. Relay, MD 21227

A meeting was held to discuss several issues related to highway traffic noise in the Relay community adjacent to I-195, and to discuss plans for additional noise testing in the area. A copy of notes and points of discussion was provided by Mrs. Zawitoski and are attached as Exhibit 1. Several questions were raised regarding data in the report on previous noise measurements dated June, 1997. These will be researched and further answered as part of the subsequent measurement and analysis work. A clarification of language contained in a July 16, 1997 letter from Mr. Charles B. Adams was given.

Specific discussions were also held regarding how sound is measured, the parameters and factors which affect the level (speed of traffic, weather conditions such as wind, etc.), and physical/health effects of noise in general and particulars of effects reported by Mrs. Zawitoski. The Zawitoskis's also related info. regarding pending completion of a 125-bay trucking terminal on US 1 at the interchange with I-195, and a new townhouse development about to be built along I-195 at Clarke Blvd. and Cedar Ave; the Zawitoski's feel that consideration should be given to the effects of these area development projects on traffic and related noise from the highway as part of the noise reevaluation for the area.

A home video was shown of traffic noise and in particular, trucks on I-195 and individual noise events related to bumps in the road at the overpass at Francis Ave. The video was shot on August 12, and 13, 1997. A site inspection indicated that the EB approach to the bridge (asphalt pavement) has a bump along its leading edge of sufficient height to cause vehicles (particularly large trucks, empty or lightly loaded) to bounce, creating a rather loud, abrupt noise, that is especially annoying to the adjacent residents. Contact with SHA District 4 maintenance will be made to determine what can be done to address this condition.

Also related to the area of the I-195 bridge overpass at Francis Ave., was a discussion of drainage (or lack thereof) under the bridge. It appears there may be spring seeps or other sources of water (in addition to the drainage from the highway and adjacent land area) that may be contributing to the situation. The area is reported as being very muddy most of the time, creating slippery conditions for walkers, etc. Inquiry was made as to how these conditions could be improved. Contact with SHA District 4 maintenance will also be made on this matter.

Discussion of the speed limits as posted through the subject area, questioned why this section of highway (directly adjacent to Francis Ave. has been posted at 60 mph, as compared to the WB section of the highway west of I-95 that is posted at 50 mph. Mr. and Mrs. Zawitoski expressed that, as a noise abatement measure, the speed limit should be reduced and enforced.

### **MEETING MEMORANDUM**

Meeting Date: August 27, 1997

### September 4, 1997

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A draft measurement plan was then discussed and specific details were agreed to. Monitoring will be conducted after the Labor Day holiday. 24-hour monitoring and short-term testing will be conducted. The following presents the proposed steps and sequence of events for noise measurements in the Francis Ave. area (a generalized schematic of the measurement points is also attached as Exhibit 2):

- "drop-off measurements"- conduct one or more series of measurements <u>simultaneously</u> at a minimum of three positions perpendicular to the highway in the backyard areas of 818 and 816 Francis Ave. This is proposed to determine the barrier effect of the highway embankment adjacent to 818 Francis Ave. and to determine the "loudest" position for use as the 24-hour measurement location.
- conduct a minimum of one 24-hour noise measurement at the appropriate position as determined in the drop-off measurements.
- conduct simultaneous noise readings at ground level (i.e. 5 feet above ground elevation), and at the second floor bedroom window elevation at the Zawitoski home (816 Francis Ave.) to determine the difference in noise level between ground level and the second-story window level.
- additional measurements will be made at 817 Francis Ave. and at homes on the north side of I-195 (as shown on Exhibit 2) during a time period of the day when noise levels are determined to be at their highest (based on the 24-hour measurement) and with the concurrence of Mr. and Mrs. Zawitoski. This will be done to determine the extent of noise impact for the rest of the nearby homes along Francis Ave.
- a complete report will be provided to the community outlining the procedures, rationale, and results of the studies and analysis work described in this memo.

Finally, a tentative schedule for commencement of testing is set for the week of September 15, 1997, weather pending. Coordination and dialogue will be maintained between SHA and the Zawitoski's throughout the duration of this project.

prepared by:

Ken Polcak

Noise Abatement Design and Analysis Team

Office of Environmental Design

(410) 545-8601

## Points to be discussed:

- 1. Exactly when was a receptor placed on property at 816 Francis Ave. to arrive at the ambient noise level reported in the June survey?
- 2. Compare the levels and distances as reported in the study especially Main St. (11) with Francis Avenue (4)

Also compare the distance and disparity in noise between receptors 3 and 5 with regard to distance. Also see page 3 where receptors 5 thru 9 are described as in Section B not C where they are located.

- 3. Read Adams' letter and please decipher same since syntax is not understandable.
- 4. Where is Table 3 as referred to in the report? Not included.
- 5. Testing methods regarding high frequency sounds to be questioned since it is high frequency sound that damages hearing.
- 6. Take into consideration new 125 bay trucking terminal about to open on Rt. 1 at eastern end of I-195 interchange with Rt. 1
- 7. Take into consideration 124 new townhouses just approved for construction off of Cedar Ave. and Clarke Blvd. increasing the traffic on I-195 also.
- 8. Why is there a 50 mile per hour speed limit on I-195 as it passes the townhouses of Riverchase but is accelerated to 60 miles per hour on either east or west approach to bridge over Francis Ave. Where it is 60 they go 70 or higher.

Where is the enforcement of speed limits on this highway--hardly ever see State Police up there.

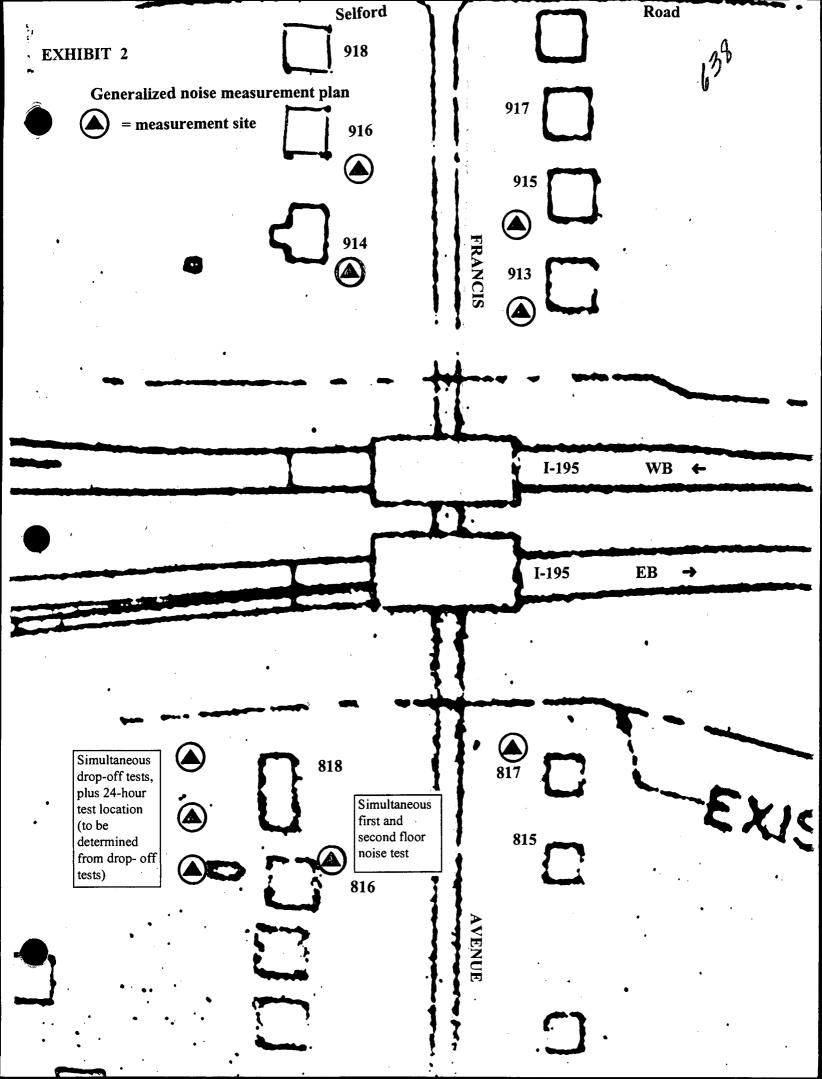
- 9. Physical effects of noise on Jean Zawitoski at 816 Francis Ave.:
- a. Extreme mental stress that has led to severe hypertension. (over 200/90) Take 6 pills for hypertension per day plus 3 tranquilizers per day. When away from noise in Florida January to May, blood pressure is under control without tranquilizers (147/70)
- 10. Mrs. Turner, at 817 Francis Ave. states her nerves are shot--she is also hypertensive and under treatment. Mr. Smith at 818 Francis is still working and is awakened at all hours of the early morning by noise. In addition vibrations from the trucks have caused cracks in windows and houses along the highway. Mr. Smith's chimney is coming away from his house and Mrs. Turner has noticed more and more cracks appearing in her plaster walls and ceilings. We have just finished re-drywalling a first floor bedroom that had cracked in a number of places.

### What needs to be done:

- 1. As a temporary measure the first thing is to reduce the speed limit to 50 miles per hour until road crosses over Rt. 1 and inform State Police to enforce same.
- 2. Sound barriers to be constructed along I-195 through residential areas.
- 3. Work to get legislation that would test trucks for noise emissions.
- 4. If sound levels cannot be reduced to alleviate the physical and mental problems created by the road then we want the state to give us the same consideration they gave to the condo owners at 8611 and 8613 Falls Run Rd. when they took their properties and compensated them in an amount equal to their value as if the road were not coming

through. We believe equal treatment under the law is a constitutional right we have as citizens of this country.

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Parris N. Glendening

David L. Winstead Secretary

John D. Porcari Deputy Secretary

August 8, 1997

Mrs. Jean M. Zawitoski 816 Francis Avenue Baltimore MD 21227

Dear Mrs. Zawitoski:

Thank you for your recent letter to Governor Glendening regarding noise issues along I-195, in the vicinity of Francis Avenue in Baltimore County. The Governor asked me to respond on his behalf.

As you indicated in your letter, your experiences with noise from I-195 are well documented, including your participation in our recent noise barrier policy review. It is situations like yours that directly led to the issuance of a new sound barrier policy to guide our noise abatement program. As a result of the policy revisions, the State Highway Administration (SHA) is reviewing a number of past decisions on sound barriers to determine if communities that did not previously meet the requirements for a barrier may now qualify. Your community is one of those being reviewed.

One of the basic requirements is that noise levels must be at or above an impact threshold of 66 decibels. Initial noise level measurements taken by the SHA earlier this year showed that this threshold was not reached in your area. Based on your input, SHA determined additional noise level measurements are needed because their information may not represent the situation along I-195 at Francis Avenue. Steps are currently being taken to remonitor the noise levels in your area within the next month. This additional data will determine the level of noise impact and ensure that the noise measurement survey accurately reflects the existing noise conditions. An SHA representative will contact you about the scheduling of these additional measurements. If it is determined that noise levels do exceed the impact threshold, an analysis will be completed to determine if an effective noise barrier could be built that meets the cost criteria. The SHA will keep you involved and informed as this work progresses.

Your letter raised several additional points. While it is true we are proceeding with a sound barrier project along I-95 in the Arbutus area, this will not include a State-funded barrier to protect those homes which were built after I-95 was completed. Residents of the River Chase community are considering the option of funding an extension themselves, of one of the sound barriers, to provide protection to these homes. If this happens, it will not be funded by the State. Also, SHA staff will look at the condition of I-195 to see if there is anything that can be done to reduce or eliminate the noise impact problem at the bridge over Francis Avenue.

My telephone number is 410-865-1000 TTY For the Deaf: (410) 865-1342 Mrs. Jean M. Zawitoski Page Two 640

You also raised the question about reducing the speed limit on I-195. This highway is presently posted at 55 mph, which is consistent with its designation as an interstate highway. A reduction in the posted limit would not necessarily reduce actual travel speed. Enforcement to try to attain the desired result would continue to be an issue.

Finally, you asked about the purchase of your home if a sound barrier could not be provided. We have not done this in the past as an alternative to the construction of a barrier, although our revised policy does identify this as a possible option in extreme situations. Before we address that possibility, we need to complete our analyses to see if the requirements for a barrier are met. I certainly recognize your concern and frustration and you will be contacted by someone from SHA by the end of August.

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles Adams, Director of Environmental Design, State Highway Administration, who can be reached at (410) 545-8640.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

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The Honorable Partis Glendening Governor of Maryland Governor's Mansion Annapolis, Maryland 21401

Dear Governor Glendening:

816 Francis Avenue
Baltimore, Maryland 21227
July 1, 1997

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COMMINS OFFICE

SECRETARY DEPARTMENT OF TRANSPORTATION

I am writing to you as a last resort to obtaining some kind of relief from the noise of the state highway known as I-195. All previous efforts to obtain relief from administrative officials of the Maryland State Department of Transportation, as well as elected state and county officials, dating back many years have failed. I cannot believe that no remedy exists for an ordinary citizen whose rights to the enjoyment of his property have been so egregiously violated by the state.

My husband and I built our home, doing a lot of the work ourselves, in 1954. Over the past 43 years, we have raised 7 children in this home, all but one is a graduate of a 4 year college. During those years I was an active participant in community affairs and spent many long hours in zoning meetings and doing research to preserve the integrity of my community. When the state decided to construct I-195, my nightmares began and are well documented in my testimony submitted to the Maryland State Department of Transportation at their public hearing held on Sept. 11, 1995. My husband and I are now in our '70's, retired, and unable to enjoy our property because of the noise from the highway. Now, I don't mean just the ordinary humming of traffic, Governor Glendening, but the loud clanging and banging of the trucks as they hit the joints between the road and the overpass over Francis Avenue. This route, which connects I-95 with the airport has become a virtual truck route, with the area around the airport a major distribution center. Now, I have learned that, to add insult to injury, sound barriers will be constructed along I-95 from I-195 to Southwestern Blvd., but we will not be the beneficiaries of any similar noise mitigation. In fact, as a further slap in the face, these barriers will protect many of the new homes whose construction was made possible by zoning changes facilitated by the road construction—zoning that was fought by the community for several years.

If sound barriers are not feasible due to cost or other considerations at this time, could you please find a way to reduce the speed limit on this road between I-95 and Rr. 1 and see that it is enforced? I have found that the loudest noise emanates from the trucks exceeding the present speed limit, while those that go slowly past do not cause as much noise. It would seem to me that this is a fairly inexpensive way to mitigate the problem, providing the police do their job (which they don't seem to be doing right now).

Before the road was opened to the airport, my next door neighbor parked himself outside the doors of the State Highway Administration until they agreed to take his

property, although he was not in the way of the road at all. I wish we had done the same. Now, none of the paper work that was associated with that taking can be found. It has mysteriously disappeared. This was confirmed by my daughter, JoAnne Zawitoski, a partner in law with Semmes, Bowen, and Semmes, who has been acting on our behalf to obtain some relief. Since our home is less than 15 feet from that one and we are one of the few remaining residents whose homes were built before the road came through. perhaps the State of Maryland should "take" our property with just compensation if they cannot provide relief from the misance that they created.

Elected officials always do a lot of talking about preserving older neighborhoods and preventing suburban sprawl, but what do they actually DO to solve the problems government agencies created in the first place? I invite you to sit in my backyard or on my back porch any day in the week when the noise is the greatest and then look me in the eye and tell me that we don't have a legitimate complaint. I won't hold my breath waiting for a R.S.V.P.

Jan M. Zawitoski Jean M. Zawitoski



## Maryland Department of Transportation State Highway Administration

noise

David L. Winstead Secretary

Parker F. Williams Administrator

July 16, 1997

Ms. JoAnne Zawitowski Principal Semmes, Bowen & Semmes 250 West Pratt Street Baltimore MD 21201

Dear Ms. Zawitowski:

This letter is in reply to your June 24 letter to Mr. Edward Harris, Esquire requesting a copy of the noise sampling tests taken along the area of I-195 between I-95 and US 1. A copy of the noise measurement report prepared for the State Highway Administration by the Wilson T. Ballard Company is enclosed for your information.

Based upon the results of noise measurement survey, SHA has determined that additional sampling is needed to verify the levels of existing noise in this area. As you can see from Table 2, the measured noise levels in the Francis Avenue area did not exceed residents of this area for a noise barrier, we will take additional measurements to make sure the data accurately reflects the existing noise conditions. Arrangements will be made within the next month to obtain this information.

In the meantime, if you have any questions about the contents of the report, please call me at (410) 545-8640.

Sincerely

Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: Edward Harris, Esquire

My telephone number is \_\_\_\_\_\_





Parris N. Glendening

David L. Winstead Secretary

John D. Porcari Deputy Secretary

June 19, 1997

Mr. George Zentz Mrs. Margaret Zentz 4509 Old Court Rd. Pikesville MD 21208

Dear Mr. and Mrs. Zentz:

Thank you for your kind letter of appreciation regarding your happiness with the alleviation of your highway noise problem. The Department of Transportation is always pleased to hear from the citizens we serve. Your letter is being passed on to Mr. Charles Adams.

The State of Maryland is indeed fortunate to have Mr. Adams on the team. His area of jurisdiction at the State Highway Administration (SHA) is one which affects all citizens and visitors, and he is always happy to accommodate them to the extent possible.

Again, thank you for your letter. If you have any additional concerns or questions, please do not hesitate to contact Mr. Adams, who may be reached at 410-545-8640.

Sincerely,

David Winstead

Secretary

Mr. Charles Adams, Director, Environmental Design, State Highway Administration cc:

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. and Mrs. Zentz Page Two

bcc: Mr. James Hade, Environmental Design, SHA

Prepared by Kevin Palardy, Office of the Administrator, SHA, 410-545-0409 SER 6482

## RECEIVED

JUN 25 1997

LANDSCAPE ARCHITECTURE DIVISION